The Economic Impact of Travel on Illinois Counties 2008

A Study Prepared for the
Illinois Bureau of Tourism
by the
Research Department of the
U.S. Travel Association
Washington, D.C.
August 2009

PREFACE

This study was conducted by the research department of the U.S. Travel Association for the *Illinois Bureau of Tourism*. The study provides preliminary 2008 estimates of domestic and international traveler expenditures in Illinois, as well as the employment, payroll income, and state and local tax revenue directly generated by these expenditures. The multiplier impact of travel spending in Illinois is also included in this report.

Additionally, this study provides preliminary 2008 domestic travel estimates by county, including travel expenditures and these expenditures generated employment, payroll income, and state and local tax revenues.

For the purpose of comparison, related 2007 impact data are also included in this report.

U.S. Travel Association
Washington, D.C.
August 2009

TABLE OF CONTENTS

LIST OF TABLES

Economic Impact of Domestic Travel on Illinois Counties

INTRODUCTION

This report presents preliminary 2008 estimates of the impact of U.S. resident travelers' and international travelers' expenditures in Illinois and U.S. resident travelers' spending in Illinois' 102 counties, as well as the employment, payroll income and tax revenue directly generated by these expenditures. For the purpose of comparison, 2007 impact data are also included in this report.

All estimates of the economic impact of travel contained in this report are the product of U.S. Travel Association's Travel Economic Impact Model (TEIM), a proprietary economic model developed expressly to indicate the expenditures, employment, payroll, and tax revenue generated by travel away from home in the United States.

The Travel Economic Impact Model (TEIM) was initially developed in 1975 for the U.S. Department of the Interior to indicate the economic value of travel and tourism to states and counties. The original TEIM has been revised substantially based upon more accurate and targeted input data available from governments and the private sector.

The domestic component of TEIM is based on national surveys conducted by the U.S. Travel Association and other travel-related data developed by the U.S. Travel Association, various federal agencies and national travel organizations each year. A summary of the methodology is provided in Appendix A.

The international traveler expenditure estimates are based on the Office of Travel and Tourism Industries' (OTTI) In-Flight Survey and data provided to OTTI from Canada and Mexico. Other estimates of the economic impact of international visitors to the U.S. are generated by the TEIM by incorporating the estimated international travelers' expenditures with the data series utilized to produce the domestic estimates.

U.S. residents traveling in Illinois includes both state residents and out-of-state visitors traveling away from home overnight in paid accommodations, or on day or overnight trips to places 50 miles or more away from home. Travel commuting to and from work; travel by those operating an airplane, bus, truck, train or other form of common carrier transportation; military travel on active duty; and travel by students away at school are all excluded from the model. In addition, the payroll and employment estimates represent impact generated in the private sector and exclude public-supported payroll and employment.

Since additional data relating to travel and its economic impact in 2008 will become available subsequent to this study, the U.S. Travel Association reserves the right to revise these estimates in the future.

EXECUTIVE SUMMARY

Total impact of Travel

- Total domestic and international traveler spending in Illinois, including direct, indirect and induced spending, was nearly $51.7 billion in 2008, up 2.2 percent from 2007.

- In Illinois, total payroll income earned by travel-generated employees reached $15.1 billion in 2008, up slightly with 0.1 percent from 2007.

- Including direct and secondary impact, total domestic and international traveler spending generated a total of 584.4 thousand jobs for Illinois residents in 2008, down 1.1 percent from 2007.

Direct Impact of Travel

- Domestic and international travelers directly spent nearly $30.8 billion in Illinois during 2008, a 3.0 percent increase from 2007. Domestic travelers in Illinois spent $28.4 billion, up 1.7 percent, while international travelers spent over $2.4 billion, a 21.1 percent jump over 2007.

- Payroll income, generated directly by domestic and international travelers' spending in Illinois, reached over $8.5 billion during 2008, up 0.4 percent from 2007.

- Travel expenditures directly generated 303.5 thousand jobs within Illinois in 2008, down 0.6 percent from 2007. Travel-generated jobs in Illinois comprised 5.1 percent of total non-farm employment in the state during 2008.

- On average, every $101,460 spent in Illinois by domestic and international travelers supported one job in 2008.

- Domestic and international travelers' spending in Illinois directly generated over $5.5 billion in tax revenue for federal, state and local governments in 2008, up 1.1 percent from 2007.

- Cook County, including the city of Chicago, received more than $18.6 billion in domestic travel expenditures to lead all Illinois counties during 2008, up 1.1 percent from 2007.

- In 2008, twenty-one of Illinois' 102 counties received over $100 million in domestic travel expenditures and seventeen counties indicated that one thousand or more jobs were directly supported by domestic travelers' expenditures.

TRAVEL IMPACT ON U.S. ECONOMY - 2008

The U.S. economy experienced a challenging year in 2008. Real GDP in chained 2005 dollars increased only 0.4 percent over 2007, the lowest annual rate of GDP growth since 1992. Real disposable personal income was up 0.5 percent over the previous year, while real personal consumption expenditures decreased 0.2 percent from 2007. Annual average non-farm employment in the U.S. decreased 532,000 to 137.1 million, down 0.4 percent from 2007. The national unemployment rate increased in 2008, up to 5.8 percent compared to the 2007 rate of 4.6 percent. Travel-generated employment remained at 2007's level. However, the industry employment declined significantly from September to December in 2008. The Consumer Price Index (CPI), an indicator of the level of price inflation, was up 3.8 percent in 2008, while the U.S. Travel Association's Travel Price Index increased 5.6 percent during the same period. U.S. current account deficit decreased to $706.1 billion in 2008, down 2.8 percent from 2007. The U.S. travel industry (excluding passenger fares) generated more than $30.3 billion trade surplus for the country in 2008, an increase of 46.6 percent from the previous year.

U.S. Travel Volume in 2008

In 2008, total U.S. domestic person-trips were down 2.0 percent compared to 2007. International visitors to the U.S. increased 4 percent in 2008 to 58 million. Among the international visitors, overseas visitors were up 6 percent to 25.3 million, Canadian visitors increased 7 percent to 18.9 million, but Mexican visitors decreased 4 percent to 13.7 million. The volume of overseas travelers to the U.S. in 2008 remained 2 percent lower than its historical record set in 2000.

Travel Expenditures in 2008

Total direct traveler expenditures, including the spending of both domestic and international visitors, increased 4.7 percent to $772.9 billion (in current or nominal dollars) in 2008. Calculated in chained 2000 dollars (i.e., adjusted for inflation), however, total direct traveler expenditures actually declined 1.1 percent below 2007's level. In 2008, leisure traveler spending increased 6.7 percent while business traveler spending was up 0.9 percent. Business travel, including travel for meetings/conventions and other business purposes, was much more negatively affected than was leisure travel in 2008. Declining business profits, higher rates of unemployment, changes in corporate travel policies, technological advances that offer alternatives to travel and other political concerns all combined to make business travel – and especially meeting/events-related travel - the most vulnerable sector in the U.S. travel industry in 2008. Spending by meetings/convention travelers declined 1.5 percent in 2008.

Domestic travel expenditures in current dollars rose 3.3 percent to total $662.4 billion in 2008. This increase reflects the inflation in travel prices, especially in the cost of gasoline prices, experienced throughout much of 2008. Declines in travel volume and changes in the trips that were taken toward traveling closer to home and spending less at the destination, resulted in domestic travel spending experiencing its lowest rate of growth since 2003. Worsening conditions, however, suggest that domestic travel expenditures will actually decline in 2009, now forecasted to be down 8.1 percent as compared to 2008 and totaling $608.5 billion.

Encouraged by favorable exchange rates, international inbound visitors increased 3.5 percent and spent a total of $110.5 billion in the U.S. during 2008, up 14.2 percent over 2007. However, international traveler spending in the U.S. decreased 12.0 percent in the first quarter of 2009 and is projected to decline 12.9 percent in 2009 to total $96.2 billion.

The U.S. current-account deficit - the combined balances on trade in goods and services, income, and net unilateral current transfers - decreased to $706.1 billion in 2008 from $726.6 billion in 2007. As one of the largest service exports, U.S. international travel receipts (including passenger fares) generated nearly a $29.4 billion trade surplus for the country in 2008.

Change in Total Domestic and International Travel Expenditures* in the U.S. 2000-2008p

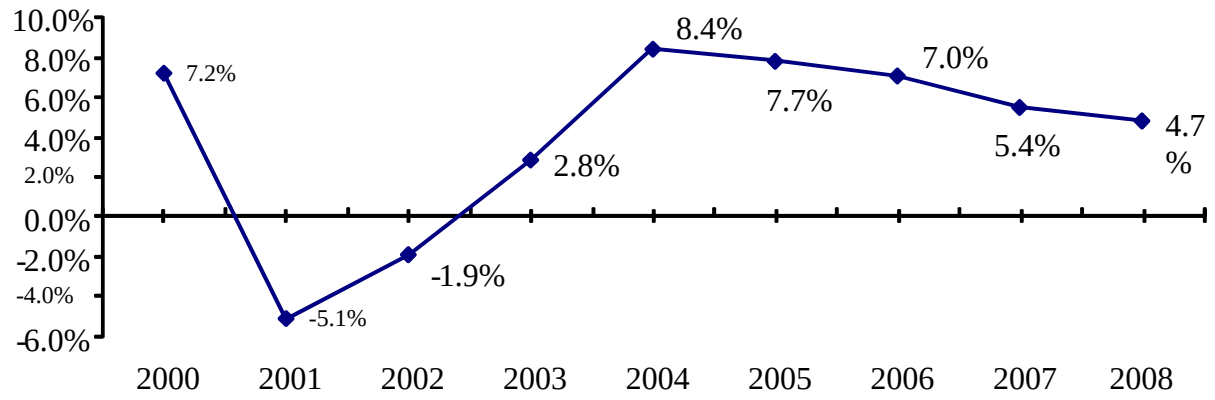


Table 1: Travel Expenditures in the U.S. 2007-2008p

Industry Sector	2007 Travel Spending in The U.S. ($ Billions)	2008p Travel Spending in The U.S. ($ Billions)	% 2008p/2007 Travel Spending in The U.S. (Percent Change)
Public Transportation	$132.6	$144.0	8.6%
Auto Transportation	125.9	137.5	9.3%
Lodging	144.7	145.9	0.8%
Foodservice	174.7	182.2	4.3%
Entertainment/Recreation	83.5	84.4	1.1%
General Retail	76.7	79.0	2.9%
Total	$738.0	$772.9	4.7%
International*	$96.7	$110.5	14.2%
Domestic	$641.3	$662.4	3.3%

Source: U.S. Travel Association, OTTI
P: Preliminary
** Excludes international passenger fare payments.*

Travel Employment in 2008

Approximately 532,000 jobs were eliminated in the non-farm sector in 2008, a 0.4 percent decrease from 2007, according to the U.S. Bureau of Labor Statistics (BLS). The national unemployment rate rose from 4.6 percent in 2007 to 5.8 percent in 2008. Total domestic and international travelers' spending in the U.S. directly generated 7.7 million jobs for the U.S. economy in 2008, representing a 0.3 percent increase compared to 2007. International travelers' spending generated more than 1 million jobs, up 4.0 percent from 2007, while domestic travelers' spending generated jobs reached 6.7 million, down 0.3 percent. Although annual average employment in the travel industry was positive in 2008, employment in the industry declined significantly from September to December.

Among the seven travel industry categories investigated in this report for employment, the greatest gain occurred in the foodservice industry, with employment up 1.5 percent from 2007 to nearly three million in total. The employment generated by total travelers' spending in Entertainment and Recreation reached almost 1.3 million, up 1.2 percent over 2007. However, the auto transportation, lodging, and general retail industries saw annual job losses of 2.5 percent, 1.6 percent, and 1.6 percent respectively.

Table 2: Travel-Generated Employment in the U.S., 2007-2008p

Industry Sector	2007 Travel-Generated Employment (Thousands)	2008p Travel-Generated Employment (Thousands)	% 2008p/2007 Travel-Generated Employment (Percent Change)
Public Transportation	1,003.5	1,003.0	-0.1%
Auto Transportation	269.6	262.9	-2.5%
Lodging	1,521.5	1,497.3	-1.6%
Foodservice	2,953.8	2,996.7	1.5%
Entertainment/Recreation	1,282.5	1,298.5	1.2%
General Retail	494.0	485.9	-1.6%
Travel Planning	175.0	175.1	0.1%
Total	7,699.9	7,719.4	0.3%
International*	971.4	1,010.2	4.0%
Domestic	6,728.5	6,709.2	-0.3%

Sources: U.S. Travel Association, BLS
P: Preliminary
** Excludes jobs generated by international passenger fare payments.*

Table 3: Overall U.S. Economic Developments, 2006-2008

Sector	2006	2007	2008
Nominal gross domestic product ($ Billions)	$13,398.9	$14,077.6	$14,441.4
Real gross domestic product ($ Billions)*	$12,976.2	$13,254.1	$13,312.2
Real disposable personal income ($ Billions)*	$9,650.7	$9,860.6	$9,911.3
Real personal consumption expenditures ($ Billions)*	$9,073.5	$9,313.9	$9,290.9
Consumer price index**	201.6	207.3	215.3
Travel Price Index**	233.5	244.0	257.7
Non-farm payroll employment (Millions)	136.1	137.6	137.1
Unemployment rate (%)	4.6	4.6	5.8
Percentage change from previous year			
Nominal gross domestic product	6.0%	5.1%	2.6%
Real gross domestic product	2.7%	2.1%	0.4%
Real disposable personal income	4.0%	2.2%	0.5%
Real personal consumption expenditures	2.9%	2.6%	-0.2%
Consumer price index	3.2%	2.8%	3.9%
Travel Price Index	4.9%	4.5%	5.6%
Non-farm payroll employment	1.8%	1.1%	-0.4%

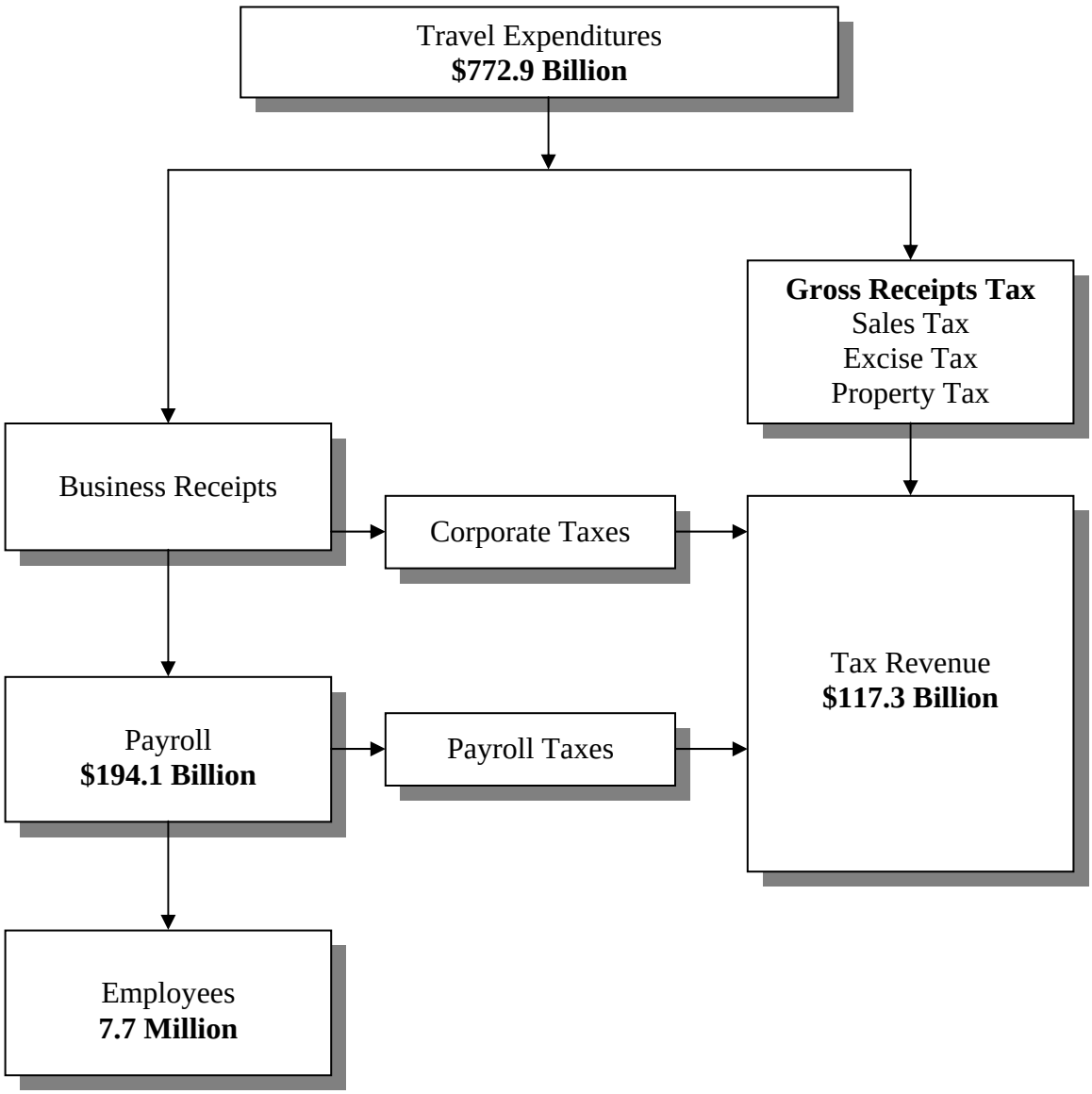
Sources: BEA, BLS, and U.S. Travel Association
** Chained 2005 dollars*
*** Base period: 1982-84=100*

Table 4: U.S. Travel Trends, 2004-2008p

Category	2004	2005	2006	2007	2008p
Total travel expenditures ($ billions)	$606.9	$653.8	$695.8	$738.0	$772.9
U.S. travelers' expenditures ($ billions)	*$532.4*	*$572.0*	*$610.0*	*$641.3*	*$662.4*
International travelers' expenditures in the U.S. ($ billions)*	*$74.5*	*$81.8*	*$85.7*	*$96.7*	*$110.5*
Travel price index**	211.3	222.6	233.5	244.0	257.7
Travel-generated employment*** (thousands)	7,452.7	7,508.8	7,550.5	7,699.9	7,719.4
Percentage change from previous year					
Total travel expenditures	8.3%	7.7%	6.4%	6.1%	4.7%
U.S. travelers' expenditures	7.4%	7.5%	6.6%	5.1%	3.3%
International travelers' expenditures in the U.S.	15.8%	9.7%	4.8%	12.8%	14.2%
Travel price index	4.6%	5.3%	4.9%	4.5%	5.6%
Travel-generated employment	1.6%	0.8%	0.6%	2.0%	0.3%

Sources: U.S. Travel Association, BEA and BLS.
P: preliminary
** International traveler spending does not include international passenger fares.*
*** Base period: 1982-84=100*
**** Includes employment generated by both domestic and international traveler expenditures.*

Direct Travel Impact on the United States in 2008 (Preliminary)*



Source: U.S. Travel Association, BEA
**Does not include international passenger fare payments and other economic impact generated by these payments.*

TRAVEL IMPACT ON ILLINOIS - 2008

TRAVEL IMPACT ON ILLINOIS - 2008

Travel Expenditures

- U.S. and international travelers in Illinois directly spent $30.8 billion on transportation, lodging, food, entertainment and recreation, and retail trade during 2008, up 3.0 percent from 2007.

- International travelers' expenditures jumped 21.1 percent while domestic travelers' expenditures increased 1.7 percent over 2007.

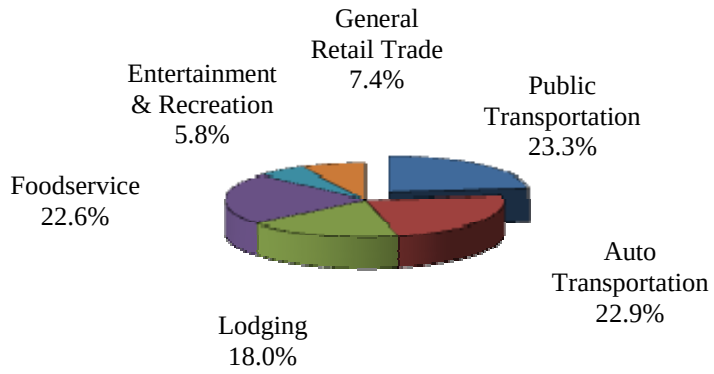
- Traveler spending on public transportation was the largest expenditure category, totaling nearly $7.2 billion, 23.3 percent of the state total.

- Auto transportation expenditures ranked second with over $7.0 billion in 2008, 22.9 percent of the state total, up 5.6 percent from 2007, the greatest growth among six spending categories, mainly because of increased gasoline prices.

- The foodservice industry followed auto transportation closely with more than $6.9 billion during 2008, 22.6 percent of the state total, up 2.6 percent from 2007.

- Traveler spending on lodging increased 0.2 percent from 2007 to nearly $5.6 billion.

Travel Spending in Illinois in 2008 by Industry Sector



1. Foodservice sector includes restaurants, grocery stores and other eating and drinking establishments.
2. Lodging sector consists of hotels and motels, campgrounds, and ownership or rental of vacation or second homes.
3. Public transportation sector comprises air, intercity bus, rail, boat or ship, and taxicab or limousine service.
4. Auto transportation sector includes privately-owned vehicles that are used for trips (e.g., automobiles, trucks, campers or other recreational vehicles), gasoline stations, and automotive rental.
5. General retail trade sector includes gifts, clothes, souvenirs, and other incidental retail purchases.
6. Entertainment and recreation sector includes amusement parks and attractions, attendance at nightclubs, movies, legitimate shows, sports events, and other forms of entertainment and recreation while traveling.

Table 5: Direct Travel Expenditures in Illinois by Industry Sector, 2007-2008

2008 Expenditures	Domestic ($ Millions)	International ($ Millions)	Total ($ Millions)	% of Total
Public Transportation	$6,813.6	$348.2	$7,161.8	23.3%
Auto Transportation	7,013.7	31.2	7,044.9	22.9%
Lodging	4,853.6	702.4	5,556.1	18.0%
Foodservice	6,516.9	428.7	6,945.6	22.6%
Entertainment & Recreation	1,599.6	201.3	1,800.9	5.8%
General Retail Trade	1,587.7	696.2	2,283.9	7.4%
Total	$28,385.1	$2,408.0	$30,793.1	100.0%
2007 Expenditures				
Public Transportation	$6,619.3	$277.9	$6,897.2	23.1%
Auto Transportation	6,648.6	25.1	6,673.8	22.3%
Lodging	4,936.3	610.9	5,547.2	18.5%
Foodservice	6,406.3	363.7	6,770.0	22.6%
Entertainment & Recreation	1,682.0	171.4	1,853.4	6.2%
General Retail Trade	1,627.8	539.9	2,167.6	7.2%
Total	$27,920.4	$1,988.9	$29,909.3	100.0%
Percentage change 2008 over 2007	Domestic (%)	International (%)	Total (%)	
Public Transportation	2.9%	25.3%	3.8%	
Auto Transportation	5.5%	24.1%	5.6%	
Lodging	-1.7%	15.0%	0.2%	
Foodservice	1.7%	17.9%	2.6%	
Entertainment & Recreation	-4.9%	17.5%	-2.8%	
General Retail Trade	-2.5%	29.0%	5.4%	
Total	1.7%	21.1%	3.0%	

Sources: U.S. Travel Association, OTTI/ITA

TRAVEL IMPACT ON ILLINOIS – 2008

Travel-Generated Payroll

Travel-generated payroll is the wage and salary income paid to employees directly serving travelers within the industry sectors from which these travelers purchase goods and services. One dollar of travel spending generates different amounts of payroll income within the various travel industry sectors depending on the labor content and the wage structure of each sector.

- The payroll (wages and salaries) paid by Illinois travel-related firms and directly attributable to travel totaled over $8.5 billion, an increase of 0.4 percent from 2007.

- On average, every dollar spent by domestic and international travelers produced 27.7 cents in wage and salary income for Illinois residents during 2008.

- In 2008, payroll directly attributable to domestic travelers' spending totaled to $7.9 billion, down 0.9 percent from 2007. International travelers' expenditures generated an additional $623 million in wages and salaries for Illinois residents, a 19.6 percent increase from 2007.

- The public transportation industry posted the largest payroll generated by domestic and international travelers' spending at $3.6 billion, 42.2 percent of the state total. However, this represented a decrease of 2.0 percent from 2007, largely due to airlines' layoffs.

- Payroll in the foodservice sector ranked second with almost $1.8 billion, up 2.6 percent from 2007. Payroll generated by the foodservice industry comprised 20.7 percent of the state total.

Travel-Generated Payroll in Illinois in 2008 by Industry Sector

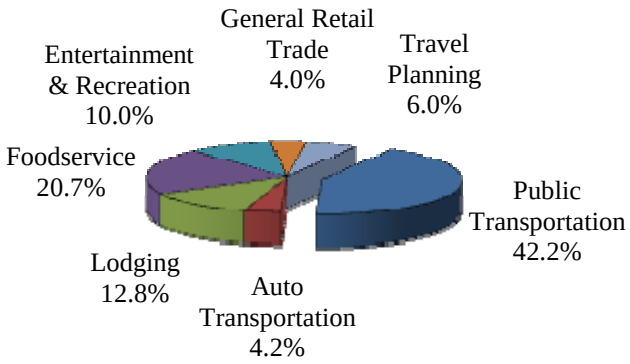


Table 6: Travel-Generated Payroll in Illinois by Industry Sector, 2007-2008

2008 Payroll	Domestic ($ Millions)	International ($ Millions)	Total ($ Millions)	% of Total
Public Transportation	$3,426.4	$175.1	$3,601.4	42.2%
Auto Transportation	356.0	1.6	357.6	4.2%
Lodging	955.7	138.3	1,094.0	12.8%
Foodservice	1,657.6	109.0	1,766.6	20.7%
Entertainment & Recreation	755.4	95.1	850.5	10.0%
General Retail Trade	237.7	104.2	342.0	4.0%
Travel Planning *	512.2	0.0	512.2	6.0%
Total	$7,901.0	$623.3	$8,524.4	100.0%
2007 Payroll				
Public Transportation	$3,527.0	$148.1	$3,675.1	43.3%
Auto Transportation	357.6	1.4	359.0	4.2%
Lodging	956.7	118.4	1,075.1	12.7%
Foodservice	1,629.0	92.5	1,721.4	20.3%
Entertainment & Recreation	762.7	77.7	840.5	9.9%
General Retail Trade	250.9	83.2	334.1	3.9%
Travel Planning *	487.4	0.0	487.4	5.7%
Total	$7,971.3	$521.2	$8,492.6	100.0%
Percentage change 2008 over 2007				
Public Transportation	-2.9%	18.2%	-2.0%	
Auto Transportation	-0.5%	17.1%	-0.4%	
Lodging	-0.1%	16.8%	1.8%	
Foodservice	1.8%	17.9%	2.6%	
Entertainment & Recreation	-1.0%	22.4%	1.2%	
General Retail Trade	-5.2%	25.3%	2.4%	
Travel Planning *	5.1%	0.0%	5.1%	
Total	-0.9%	19.6%	0.4%	

Sources: U.S. Travel Association, OTTI/ITA

*Notes: *Refers to payroll income that goes to travel agents, tour operators, and other travel service employees who arrange passenger transportation, lodging, tours and other related services.*

TRAVEL IMPACT ON ILLINOIS - 2008

Travel-Generated Employment

Travel and tourism have been important to the Illinois economy due to the large number of businesses and jobs supported. These jobs include a large number of executive and managerial positions, as well as service-oriented occupations.

- In 2008, domestic and international travelers' spending in Illinois generated 303.5 thousand jobs, including full-time and seasonal/part-time positions in the state. This reflects a 0.6 percent decrease from 2007. On average, every $101,460 spent by domestic and international travelers in Illinois directly supported one job in 2008. Domestic travelers' spending supported 279.5 thousand jobs, down 1.9 percent, while international travelers' spending generated 24.0 thousand jobs, an increase of 17.3 percent.

- It is important to note that these 303.5 thousand travel supported jobs composed 5.1 percent of total non-agricultural employment in Illinois during 2008. Without these jobs generated by travel, Illinois's 2008 unemployment rate of 6.5 percent would have been 4.5 percentage points higher than it was, or 11.0 percent of the labor force.

- The foodservice sector, including restaurants and other eating and drinking places, provided more jobs than any other industry sector, accounting for 114.1 thousand jobs, 37.6 percent of the state total. This represented a 0.1 percent decrease from 2007. The labor-intensiveness of these businesses and the large proportion of travel expenditures spent on food service contribute to the high level of travel employment in this sector.

- The public transportation sector followed foodservice with 78.0 thousand jobs, down 2.1 percent from 2007. The lodging sector ranked third with 44.2 thousand jobs, up 0.4 percent from 2007.

Travel-Generated Employment in Illinois in 2008 by Industry Sector

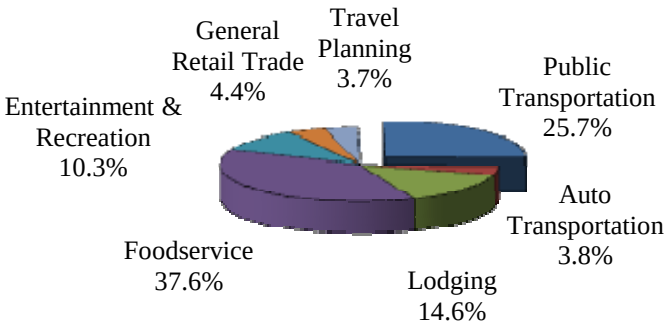


Table 7: Travel-Generated Employment in Illinois by Industry Sector, 2007-2008

2008 Employment	Domestic (Thousands)	International (Thousands)	Total (Thousands)	% of Total
Public Transportation	74.2	3.8	78.0	25.7%
Auto Transportation	11.4	0.1	11.4	3.8%
Lodging	38.6	5.6	44.2	14.6%
Foodservice	107.0	7.0	114.1	37.6%
Entertainment & Recreation	27.8	3.5	31.3	10.3%
General Retail Trade	9.3	4.1	13.3	4.4%
Travel Planning *	11.2	0.0	11.2	3.7%
Total	279.5	24.0	303.5	100.0%
2007 Employment				
Public Transportation	76.5	3.2	79.7	26.1%
Auto Transportation	11.6	0.0	11.6	3.8%
Lodging	39.2	4.9	44.0	14.4%
Foodservice	108.0	6.1	114.1	37.4%
Entertainment & Recreation	28.5	2.9	31.4	10.3%
General Retail Trade	10.1	3.3	13.4	4.4%
Travel Planning *	11.1	0.0	11.1	3.6%
Total	285.0	20.5	305.5	100.0%
Percentage change 2008 over 2007				
Public Transportation	-3.0%	18.1%	-2.1%	
Auto Transportation	-1.9%	15.4%	-1.9%	
Lodging	-1.5%	15.2%	0.4%	
Foodservice	-0.9%	14.8%	-0.1%	
Entertainment & Recreation	-2.6%	20.4%	-0.5%	
General Retail Trade	-8.1%	21.5%	-0.8%	
Travel Planning *	1.0%	0.0%	1.0%	
Total	-1.9%	17.3%	-0.6%	

Sources: U.S. Travel Association, OTTI/ITA
*Notes: * Refers to jobs created in travel arrangement firms such as travel agencies, wholesale and retail tour companies, and other travel-related service businesses.*

TRAVEL IMPACT ON ILLINOIS - 2008

Travel-Generated Tax Revenue

Travel tax receipts are the federal, state and local tax revenues attributable to travel spending in Illinois. Travel-generated tax revenue is a significant economic benefit, as governments use these funds to support the travel infrastructure and help support a variety of public programs.

Increased travel-related spending resulted in higher overall 2008 tax revenues for all levels of government. Total tax revenue generated by domestic and international travelers' expenditures increased 1.1 percent from 2007, to over $5.5 billion. Domestic travelers' expenditures generated nearly $5.1 billion, up just 0.2 percent, while international travelers' expenditures generated $432.2 million, a 14.1 percent jump.

Domestic and international travelers' spending in Illinois generated nearly $3.4 billion for the federal government during 2008, up 0.8 percent from 2007. This represented a 61.3 percent of all travel-generated tax collections in the state. Each dollar spent by U.S. and international travelers in Illinois produced 11.0 cents for federal tax coffers.

Domestic and international travelers' spending in Illinois also generated $1.4 billion in tax revenue for the state treasury through state sales and excise taxes, and taxes on personal and corporate income related to travel. This represented a 2.4 percent increase from 2007. This $1.4 billion comprised 25.9 percent of all travel-generated tax revenue for 2008 collected in the state. On average, each travel dollar produced 4.6 cents in state tax receipts.

Local governments in Illinois directly benefited from travel as well. During 2008, traveler spending generated nearly $711 million in sales and property tax revenue for the localities, 12.9 percent of total travel-generated tax revenue in the state. Each travel dollar produced 2.3 cents for local tax coffers. The local tax revenue generated by travel spending increased 0.4 percent from 2007.

Travel-Generated Tax Revenue in Illinois in 2008
by Industry Sector

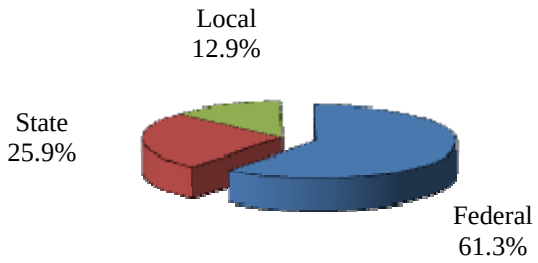


Table 8: Travel-Generated Tax Revenue in Illinois by Level of Government, 2007-2008

2008 Tax Revenue	Domestic ($ Millions)	International ($ Millions)	Total ($ Millions)	% of Total
Federal	$3,122.8	$264.9	$3,387.8	61.3%
State	1,318.4	111.7	1,430.1	25.9%
Local	655.1	55.6	710.6	12.9%
Total	$5,096.3	$432.2	$5,528.5	100.0%
2007 Tax Revenue				
Federal	$3,121.0	$239.4	$3,360.4	61.5%
State	1,309.3	87.8	1,397.2	25.6%
Local	656.7	51.4	708.1	13.0%
Total	$5,087.1	$378.6	$5,465.7	100.0%
Percentage change 2008 over 2007				
Federal	0.1%	10.7%	0.8%	
State	0.7%	27.2%	2.4%	
Local	-0.2%	8.0%	0.4%	
Total	0.2%	14.1%	1.1%	

Sources: U.S. Travel Association, OTTI/ITA

MULTIPLIER IMPACT OF TRAVEL SPENDING IN ILLINOIS - 2008

Travelers in the Illinois area produce "secondary" impacts over and above that of their original expenditures previously detailed. These secondary outputs (sales) and earnings (wage and salary income) arise from "indirect" and "induced" spending.

Indirect impact occurs as travel industry business operators, such as restaurateurs, purchase goods, such as food and beverages, and services, such as electricity and building maintenance, from local suppliers. These purchases generate additional output or sales indirectly. *Induced* impact occurs as a result of the employees of businesses, and their suppliers, spending part of their earnings in the area. This spending itself generates sales additional to the indirect impact.

The sum of the indirect and induced effects comprises the total secondary impact of traveler expenditures in the area. The ratio of the sum of primary output generated (travel spending) plus secondary output to initial expenditures alone is commonly termed the sales or output "multiplier".

During the secondary impact process, wage and salary income (earnings) is generated additional to that produced by the initial travel expenditures as the suppliers employ labor to produce the additional output. The "earnings multiplier" is the ratio of the total primary and secondary earnings generated by the initial travel spending to that spending. Just as additional earnings are created, employment is also generated during the secondary impact process. The "employment multiplier" represents the number of jobs provided, directly and indirectly, for every one million dollars of output or expenditures generated.

Table 9 summarizes the direct, indirect and induced, and total impacts of travel spending on the Illinois economy during 2008 and 2007.

In 2008, the $30.8 billion spent directly by domestic and international travelers in Illinois generated total output value of $51.7 billion, up 2.2 percent from 2007. The ratio of total output to the initial spending is 1.68, the output multiplier. This indicates that the average travel dollar generated an additional 68 cents in secondary sales for a total impact of $1.68.

More than $6.6 billion in earnings was produced in secondary impact in 2008, in addition to $8.5 billion payroll income generated by direct travel spending. The ratio of total earnings generated to the initial spending is 0.49, the earnings multiplier. Each dollar of travel expenditures generated 49 cents in total earnings in the Illinois economy.

Travel spending also produced 584.4 thousand jobs for Illinois residents, including direct and secondary employment. The ratio of total employment generated to the initial spending is 19, the employment multiplier. This means that every million dollars in travel expenditures supported 19 jobs in Illinois during 2008.

Table 9: Multiplier Impact of Travel Spending in Illinois, 2007 and 2008

2008 Multiplier Impact (Preliminary)

Impact Measure	Direct Impact	Indirect & Induced Impact	Total Impact
Expenditures ($ millions)	$30,793.1	$20,894.0	$51,687.2
Earnings ($ millions)	$8,524.4	$6,618.9	$15,143.3
Employment (thousands)	303.5	280.9	584.4
2007 Multiplier Impact			
Expenditures ($ millions)	$29,909.3	$20,683.0	$50,592.2
Earnings ($ millions)	$8,492.6	$6,640.5	$15,133.0
Employment (thousands)	305.5	285.5	590.9
Percent Change 2008 over 2007			
Expenditures	3.0%	1.0%	2.2%
Earnings	0.4%	-0.3%	0.1%
Employment	-0.6%	-1.6%	-1.1%

Sources: U.S. Dept. of Commerce, Bureau of Economic Analysis, RIMS II, U.S. Travel Association

DOMESTIC TRAVEL IMPACT ON ILLINOIS COUNTIES - 2008

During 2008, domestic travelers spent nearly $28.4 billion while traveling in Illinois, up 1.7 percent from 2007. These expenditures directly generated more than $7.9 billion in wages and salaries and 279 thousand jobs for Illinois residents. Tax revenues generated by domestic travelers' spending for Illinois state government and local governments totaled $1.3 billion and $655 million respectively.

Travel expenditures occurred throughout all the 102 counties in Illinois. The top five counties in Illinois received almost $22.9 billion in direct domestic travel expenditures, 80.6 percent of the state total. Spending by domestic travelers in the top five counties generated nearly $6.8 billion in payroll income (85.7 percent of the state total) and 233.3 thousand jobs (83.5 percent) in 2008.

Additionally, domestic travelers' expenditures generated more than $1.5 billion in tax revenue for the state treasury and local governments during 2008. The top five counties in Illinois contributed 78.5 percent of the total state and local tax revenue generated from travel.

Domestic Travel Impact on Top 5 Counties

Cook County, which includes the city of Chicago, led all counties in travel expenditures, payroll income and jobs directly generated by visitor spending in 2008. Domestic travelers' expenditures in Cook County reached $18.6 billion, up 1.1 percent compared with 2007 and accounting for 65.7 percent of the state total.

Du Page County ranked second with nearly $2.2 billion in domestic travel spending in 2008, up 1.0 percent compared with 2007 and representing 7.6 percent of the state total. The payroll income and jobs directly attributable to domestic travel spending reached $569 million and 22.2 thousand jobs, respectively.

Lake County posted nearly $1.1 billion in domestic expenditures, up 3.9 percent from 2007, to rank third. These expenditures generated $245 million in payroll as well as 10.4 thousand jobs within the county.

Will County received more than $589 million from domestic travelers, up 0.7 percent from 2007. These travel expenditures benefited county residents with $150 million in wages and salaries and nearly 6.6 thousand jobs.

Kane County remained fifth, ahead of St. Clair County, on domestic travelers' expenditures in 2008 with $399 million, a 0.4 percent increase from 2007. Domestic travelers' spending directly generated $98 million in payroll income and 4.1 thousand jobs for Kane County.

Table 10: Domestic Travel Impact on Illinois - Top 5 Counties, 2007-2008

Rank	County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
	2008 Travel Impact					
1	COOK	$18,636.3	$5,710.3	189.9	$810.6	$441.1
2	DU PAGE	2,156.9	569.3	22.2	112.9	36.6
3	LAKE	1,095.1	245.3	10.4	59.6	24.0
4	WILL	589.4	150.4	6.6	25.0	13.8
5	KANE	398.8	98.4	4.1	17.8	8.6
	Top **Five** County Total	$22,876.5	$6,773.6	233.3	$1,025.8	$524.1
	State Total	$28,385.1	$7,901.0	279.5	$1,318.4	$655.1
	Top Five County Share	80.6%	85.7%	83.5%	77.8%	80.0%
	2007 Travel Impact					
1	COOK	$18,426.8	$5,779.8	194.04	$810.1	$444.6
2	DU PAGE	2,136.1	578.0	22.8	112.9	37.0
3	LAKE	1,054.3	242.0	10.4	57.9	23.5
4	WILL	585.1	151.2	6.7	25.1	14.0
5	ST CLAIR	397.3	97.9	4.2	17.9	8.7
	Top **Five** County Total	$22,599.6	$6,848.9	238.1	$1,023.8	$527.8
	State Total	$27,920.4	$7,971.3	285.0	$1,309.3	$656.7
	Top Five County Share	80.9%	85.9%	83.5%	78.2%	80.4%
	Percentage change 2008 over 2007					
1	COOK	1.1%	-1.2%	-2.1%	0.1%	-0.8%
2	DU PAGE	1.0%	-1.5%	-2.4%	0.0%	-0.9%
3	LAKE	3.9%	1.3%	0.0%	2.9%	1.9%
4	WILL	0.7%	-0.5%	-1.6%	-0.3%	-1.2%
5	KANE	0.4%	0.5%	-0.9%	-0.6%	-1.5%
	Top **Five** County Total	1.2%	-1.1%	-2.0%	0.2%	-0.7%
	State Total	1.7%	-0.9%	-1.9%	0.7%	-0.2%

Source: U.S. Travel Association

COUNTY TABLES

The following tables list the results of the County Economic Impact Component of the U.S. Travel Association's Travel Economic Impact Model for Illinois preliminary 2008 and 2007 estimates by county. The estimates presented are for direct domestic travel expenditures and related economic impact.

Table A shows the counties listed alphabetically, with 2008 travel expenditures, travel-generated payroll and employment, and state tax revenue and the local tax revenue for each.

Table B ranks the counties in order of 2008 travel expenditures from highest to lowest.

Table C shows the percent distribution for each impact measure in 2008.

Table D shows the percent change in 2008 over 2007 estimates for each of the measures of economic impact.

Table E shows the counties listed alphabetically, with 2007 travel expenditures, travel-generated payroll and employment, and state tax revenue and local tax revenue shown for each.

2008 Domestic Travel Impact on Illinois
Table A: Alphabetical by County, 2008

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
ADAMS	$83.68	$19.44	0.73	$4.08	$2.11
ALEXANDER	5.88	0.75	0.03	0.38	0.14
BOND	13.78	2.65	0.12	0.82	0.41
BOONE	17.12	2.61	0.09	0.94	0.27
BROWN	5.23	0.69	0.03	0.32	0.22
BUREAU	44.60	5.12	0.22	3.23	0.69
CALHOUN	21.61	2.97	0.08	1.17	1.93
CARROLL	17.38	2.27	0.09	1.03	0.80
CASS	6.28	0.83	0.04	0.41	0.15
CHAMPAIGN	273.49	57.91	2.50	15.35	4.65
CHRISTIAN	16.17	2.56	0.10	0.93	0.34
CLARK	12.79	1.82	0.09	0.77	0.33
CLAY	10.27	1.61	0.06	0.65	0.40
CLINTON	39.94	5.09	0.17	2.42	1.84
COLES	44.71	8.02	0.37	2.69	0.98
COOK	18,636.32	5,710.26	189.92	810.55	441.11
CRAWFORD	14.92	2.81	0.13	0.87	0.49
CUMBERLAND	5.24	0.74	0.03	0.32	0.25
DE KALB	75.14	12.28	0.54	4.61	1.21
DE WITT	9.68	1.95	0.09	0.55	0.29
DOUGLAS	34.87	5.05	0.24	2.28	0.59
DU PAGE	2,156.94	569.26	22.21	112.90	36.63
EDGAR	8.61	1.12	0.05	0.52	0.31
EDWARDS	2.85	0.30	0.01	0.17	0.14
EFFINGHAM	114.08	19.17	0.89	7.15	2.22
FAYETTE	25.04	3.85	0.17	1.46	1.01
FORD	5.62	0.76	0.03	0.31	0.24
FRANKLIN	29.81	4.90	0.23	1.74	0.98
FULTON	21.50	3.12	0.12	1.31	0.69
GALLATIN	3.62	0.41	0.02	0.23	0.18

2008 Domestic Travel Impact on Illinois
Table A: Alphabetical by County, 2008 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
GREENE	12.38	1.44	0.06	0.78	0.41
GRUNDY	56.22	7.55	0.37	3.81	1.01
HAMILTON	5.24	0.67	0.02	0.30	0.35
HANCOCK	24.73	4.53	0.19	1.32	0.91
HARDIN	7.17	0.97	0.04	0.41	0.48
HENDERSON	15.07	2.04	0.07	0.84	1.14
HENRY	39.14	5.81	0.22	2.48	0.84
IROQUOIS	30.03	4.01	0.16	1.96	1.12
JACKSON	61.15	13.63	0.50	3.47	1.33
JASPER	6.87	0.65	0.02	0.45	0.30
JEFFERSON	83.31	15.15	0.72	5.02	1.75
JERSEY	55.22	9.11	0.37	3.10	2.76
JO DAVIESS	166.41	34.68	1.68	8.80	4.45
JOHNSON	16.90	2.49	0.08	0.94	1.12
KANE	398.77	98.37	4.14	17.77	8.56
KANKAKEE	108.93	22.35	0.93	5.66	2.80
KENDALL	36.09	5.17	0.22	2.28	0.57
KNOX	59.68	12.69	0.51	3.33	1.50
LAKE	1,095.08	245.26	10.44	59.56	23.99
LA SALLE	150.07	29.15	1.32	7.69	2.86
LAWRENCE	7.85	2.09	0.06	0.41	0.32
LEE	27.59	5.45	0.24	1.39	0.53
LIVINGSTON	26.59	4.79	0.20	1.51	0.59
LOGAN	30.80	3.55	0.16	2.26	0.41
McDONOUGH	31.11	5.86	0.25	1.75	0.75
McHENRY	198.93	42.73	1.57	9.96	6.26
McLEAN	286.38	54.81	2.53	16.93	4.80
MACON	107.48	20.61	0.94	6.12	1.98
MACOUPIN	38.57	5.21	0.21	2.46	1.58
MADISON	312.61	71.94	2.93	14.78	5.84

2008 Domestic Travel Impact on Illinois
Table A: Alphabetical by County, 2008 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
MARION	29.39	5.30	0.22	1.68	0.84
MARSHALL	9.32	1.95	0.06	0.46	0.41
MASON	30.48	4.70	0.16	1.74	1.97
MASSAC	64.80	20.16	0.85	1.89	1.84
MENARD	6.53	0.80	0.02	0.40	0.37
MERCER	19.59	2.26	0.08	1.23	1.05
MONROE	12.24	2.00	0.07	0.66	0.48
MONTGOMERY	75.78	16.52	0.83	2.08	1.17
MORGAN	38.73	6.52	0.27	2.38	0.77
MOULTRIE	5.29	1.08	0.04	0.31	0.19
OGLE	53.51	8.62	0.44	3.07	0.99
PEORIA	290.83	68.83	2.87	14.59	6.39
PERRY	24.73	4.03	0.14	1.37	0.95
PIATT	5.76	0.93	0.04	0.35	0.14
PIKE	21.48	2.71	0.10	1.37	1.04
POPE	5.34	0.66	0.03	0.29	0.36
PULASKI	3.56	0.50	0.02	0.22	0.11
PUTNAM	5.09	0.67	0.02	0.29	0.38
RANDOLPH	26.94	4.13	0.17	1.62	0.97
RICHLAND	12.34	2.87	0.10	0.65	0.47
ROCK ISLAND	186.97	47.91	1.76	8.46	3.43
ST CLAIR	396.81	100.17	3.68	15.30	7.40
SALINE	16.34	2.78	0.11	0.94	0.66
SANGAMON	346.11	80.03	3.17	18.12	6.58
SCHUYLER	4.59	0.57	0.02	0.29	0.23
SCOTT	4.28	0.50	0.01	0.28	0.23
SHELBY	36.25	5.75	0.26	2.09	1.47

2008 Domestic Travel Impact on Illinois
Table A: Alphabetical by County, 2008 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
STARK	2.30	0.22	0.01	0.16	0.08
STEPHENSON	27.85	5.71	0.23	1.52	0.71
TAZEWELL	168.83	34.10	1.55	8.94	3.18
UNION	9.04	1.01	0.04	0.59	0.25
VERMILION	76.63	13.44	0.56	4.46	1.79
WABASH	9.90	1.65	0.05	0.63	0.45
WARREN	17.68	2.83	0.10	1.07	0.75
WASHINGTON	15.86	2.32	0.10	0.96	0.67
WAYNE	9.57	1.26	0.05	0.59	0.38
WHITE	20.79	2.96	0.12	1.33	0.59
WHITESIDE	33.40	6.16	0.26	1.83	0.75
WILL	589.37	150.40	6.55	25.00	13.82
WILLIAMSON	102.60	21.98	0.88	5.50	2.28
WINNEBAGO	298.36	78.23	2.79	14.95	5.03
WOODFORD	16.30	2.68	0.11	1.01	0.53
STATE TOTALS	**$28,385.11**	**$7,901.02**	**279.47**	**$1,318.39**	**$655.07**

2008 Domestic Travel Impact on Illinois
Table B: Ranking of County by Expenditure Levels, 2008

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
COOK	$18,636.32	$5,710.26	189.92	$810.55	$441.11
DU PAGE	2,156.94	569.26	22.21	112.90	36.63
LAKE	1,095.08	245.26	10.44	59.56	23.99
WILL	589.37	150.40	6.55	25.00	13.82
KANE	398.77	98.37	4.14	17.77	8.56
ST CLAIR	396.81	100.17	3.68	15.30	7.40
SANGAMON	346.11	80.03	3.17	18.12	6.58
MADISON	312.61	71.94	2.93	14.78	5.84
WINNEBAGO	298.36	78.23	2.79	14.95	5.03
PEORIA	290.83	68.83	2.87	14.59	6.39
McLEAN	286.38	54.81	2.53	16.93	4.80
CHAMPAIGN	273.49	57.91	2.50	15.35	4.65
McHENRY	198.93	42.73	1.57	9.96	6.26
ROCK ISLAND	186.97	47.91	1.76	8.46	3.43
TAZEWELL	168.83	34.10	1.55	8.94	3.18
JO DAVIESS	166.41	34.68	1.68	8.80	4.45
LA SALLE	150.07	29.15	1.32	7.69	2.86
EFFINGHAM	114.08	19.17	0.89	7.15	2.22
KANKAKEE	108.93	22.35	0.93	5.66	2.80
MACON	107.48	20.61	0.94	6.12	1.98
WILLIAMSON	102.60	21.98	0.88	5.50	2.28
ADAMS	83.68	19.44	0.73	4.08	2.11
JEFFERSON	83.31	15.15	0.72	5.02	1.75
VERMILION	76.63	13.44	0.56	4.46	1.79
MONTGOMERY	75.78	16.52	0.83	2.08	1.17
DE KALB	75.14	12.28	0.54	4.61	1.21
MASSAC	64.80	20.16	0.85	1.89	1.84
JACKSON	61.15	13.63	0.50	3.47	1.33
KNOX	59.68	12.69	0.51	3.33	1.50
GRUNDY	56.22	7.55	0.37	3.81	1.01

2008 Domestic Travel Impact on Illinois
Table B: Ranking of County by Expenditure Levels, 2008 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
JERSEY	55.22	9.11	0.37	3.10	2.76
OGLE	53.51	8.62	0.44	3.07	0.99
COLES	44.71	8.02	0.37	2.69	0.98
BUREAU	44.60	5.12	0.22	3.23	0.69
CLINTON	39.94	5.09	0.17	2.42	1.84
HENRY	39.14	5.81	0.22	2.48	0.84
MORGAN	38.73	6.52	0.27	2.38	0.77
MACOUPIN	38.57	5.21	0.21	2.46	1.58
SHELBY	36.25	5.75	0.26	2.09	1.47
KENDALL	36.09	5.17	0.22	2.28	0.57
DOUGLAS	34.87	5.05	0.24	2.28	0.59
WHITESIDE	33.40	6.16	0.26	1.83	0.75
McDONOUGH	31.11	5.86	0.25	1.75	0.75
LOGAN	30.80	3.55	0.16	2.26	0.41
MASON	30.48	4.70	0.16	1.74	1.97
IROQUOIS	30.03	4.01	0.16	1.96	1.12
FRANKLIN	29.81	4.90	0.23	1.74	0.98
MARION	29.39	5.30	0.22	1.68	0.84
STEPHENSON	27.85	5.71	0.23	1.52	0.71
LEE	27.59	5.45	0.24	1.39	0.53
RANDOLPH	26.94	4.13	0.17	1.62	0.97
LIVINGSTON	26.59	4.79	0.20	1.51	0.59
FAYETTE	25.04	3.85	0.17	1.46	1.01
PERRY	24.73	4.03	0.14	1.37	0.95
HANCOCK	24.73	4.53	0.19	1.32	0.91
CALHOUN	21.61	2.97	0.08	1.17	1.93
FULTON	21.50	3.12	0.12	1.31	0.69
PIKE	21.48	2.71	0.10	1.37	1.04
WHITE	20.79	2.96	0.12	1.33	0.59
MERCER	19.59	2.26	0.08	1.23	1.05

2008 Domestic Travel Impact on Illinois
Table B: Ranking of County by Expenditure Levels, 2008 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
WARREN	17.68	2.83	0.10	1.07	0.75
CARROLL	17.38	2.27	0.09	1.03	0.80
BOONE	17.12	2.61	0.09	0.94	0.27
JOHNSON	16.90	2.49	0.08	0.94	1.12
SALINE	16.34	2.78	0.11	0.94	0.66
WOODFORD	16.30	2.68	0.11	1.01	0.53
CHRISTIAN	16.17	2.56	0.10	0.93	0.34
WASHINGTON	15.86	2.32	0.10	0.96	0.67
HENDERSON	15.07	2.04	0.07	0.84	1.14
CRAWFORD	14.92	2.81	0.13	0.87	0.49
BOND	13.78	2.65	0.12	0.82	0.41
CLARK	12.79	1.82	0.09	0.77	0.33
GREENE	12.38	1.44	0.06	0.78	0.41
RICHLAND	12.34	2.87	0.10	0.65	0.47
MONROE	12.24	2.00	0.07	0.66	0.48
CLAY	10.27	1.61	0.06	0.65	0.40
WABASH	9.90	1.65	0.05	0.63	0.45
DE WITT	9.68	1.95	0.09	0.55	0.29
WAYNE	9.57	1.26	0.05	0.59	0.38
MARSHALL	9.32	1.95	0.06	0.46	0.41
UNION	9.04	1.01	0.04	0.59	0.25
EDGAR	8.61	1.12	0.05	0.52	0.31
LAWRENCE	7.85	2.09	0.06	0.41	0.32
HARDIN	7.17	0.97	0.04	0.41	0.48
JASPER	6.87	0.65	0.02	0.45	0.30
MENARD	6.53	0.80	0.02	0.40	0.37
CASS	6.28	0.83	0.04	0.41	0.15

2008 Domestic Travel Impact on Illinois
Table B: Ranking of County by Expenditure Levels, 2008 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
ALEXANDER	5.88	0.75	0.03	0.38	0.14
PIATT	5.76	0.93	0.04	0.35	0.14
FORD	5.62	0.76	0.03	0.31	0.24
POPE	5.34	0.66	0.03	0.29	0.36
MOULTRIE	5.29	1.08	0.04	0.31	0.19
HAMILTON	5.24	0.67	0.02	0.30	0.35
CUMBERLAND	5.24	0.74	0.03	0.32	0.25
BROWN	5.23	0.69	0.03	0.32	0.22
PUTNAM	5.09	0.67	0.02	0.29	0.38
SCHUYLER	4.59	0.57	0.02	0.29	0.23
SCOTT	4.28	0.50	0.01	0.28	0.23
GALLATIN	3.62	0.41	0.02	0.23	0.18
PULASKI	3.56	0.50	0.02	0.22	0.11
EDWARDS	2.85	0.30	0.01	0.17	0.14
STARK	2.30	0.22	0.01	0.16	0.08
STATE TOTALS	**$28,385.11**	**$7,901.02**	**279.47**	**$1,318.39**	**$655.07**

2008 Domestic Travel Impact on Illinois
Table C: Percent Distribution by County, 2008

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
ADAMS	0.29%	0.25%	0.26%	0.31%	0.32%
ALEXANDER	0.02%	0.01%	0.01%	0.03%	0.02%
BOND	0.05%	0.03%	0.04%	0.06%	0.06%
BOONE	0.06%	0.03%	0.03%	0.07%	0.04%
BROWN	0.02%	0.01%	0.01%	0.02%	0.03%
BUREAU	0.16%	0.06%	0.08%	0.24%	0.11%
CALHOUN	0.08%	0.04%	0.03%	0.09%	0.30%
CARROLL	0.06%	0.03%	0.03%	0.08%	0.12%
CASS	0.02%	0.01%	0.01%	0.03%	0.02%
CHAMPAIGN	0.96%	0.73%	0.89%	1.16%	0.71%
CHRISTIAN	0.06%	0.03%	0.04%	0.07%	0.05%
CLARK	0.05%	0.02%	0.03%	0.06%	0.05%
CLAY	0.04%	0.02%	0.02%	0.05%	0.06%
CLINTON	0.14%	0.06%	0.06%	0.18%	0.28%
COLES	0.16%	0.10%	0.13%	0.20%	0.15%
COOK	65.66%	72.27%	67.96%	61.48%	67.34%
CRAWFORD	0.05%	0.04%	0.05%	0.07%	0.07%
CUMBERLAND	0.02%	0.01%	0.01%	0.02%	0.04%
DE KALB	0.26%	0.16%	0.19%	0.35%	0.18%
DE WITT	0.03%	0.02%	0.03%	0.04%	0.04%
DOUGLAS	0.12%	0.06%	0.08%	0.17%	0.09%
DU PAGE	7.60%	7.20%	7.95%	8.56%	5.59%
EDGAR	0.03%	0.01%	0.02%	0.04%	0.05%
EDWARDS	0.01%	0.00%	0.00%	0.01%	0.02%
EFFINGHAM	0.40%	0.24%	0.32%	0.54%	0.34%
FAYETTE	0.09%	0.05%	0.06%	0.11%	0.15%
FORD	0.02%	0.01%	0.01%	0.02%	0.04%
FRANKLIN	0.11%	0.06%	0.08%	0.13%	0.15%
FULTON	0.08%	0.04%	0.04%	0.10%	0.10%
GALLATIN	0.01%	0.01%	0.01%	0.02%	0.03%

2008 Domestic Travel Impact on Illinois
Table C: Percent Distribution by County, 2008 (Continued)

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
GREENE	0.04%	0.02%	0.02%	0.06%	0.06%
GRUNDY	0.20%	0.10%	0.13%	0.29%	0.15%
HAMILTON	0.02%	0.01%	0.01%	0.02%	0.05%
HANCOCK	0.09%	0.06%	0.07%	0.10%	0.14%
HARDIN	0.03%	0.01%	0.01%	0.03%	0.07%
HENDERSON	0.05%	0.03%	0.02%	0.06%	0.17%
HENRY	0.14%	0.07%	0.08%	0.19%	0.13%
IROQUOIS	0.11%	0.05%	0.06%	0.15%	0.17%
JACKSON	0.22%	0.17%	0.18%	0.26%	0.20%
JASPER	0.02%	0.01%	0.01%	0.03%	0.05%
JEFFERSON	0.29%	0.19%	0.26%	0.38%	0.27%
JERSEY	0.19%	0.12%	0.13%	0.24%	0.42%
JO DAVIESS	0.59%	0.44%	0.60%	0.67%	0.68%
JOHNSON	0.06%	0.03%	0.03%	0.07%	0.17%
KANE	1.40%	1.24%	1.48%	1.35%	1.31%
KANKAKEE	0.38%	0.28%	0.33%	0.43%	0.43%
KENDALL	0.13%	0.07%	0.08%	0.17%	0.09%
KNOX	0.21%	0.16%	0.18%	0.25%	0.23%
LAKE	3.86%	3.10%	3.73%	4.52%	3.66%
LA SALLE	0.53%	0.37%	0.47%	0.58%	0.44%
LAWRENCE	0.03%	0.03%	0.02%	0.03%	0.05%
LEE	0.10%	0.07%	0.09%	0.11%	0.08%
LIVINGSTON	0.09%	0.06%	0.07%	0.11%	0.09%
LOGAN	0.11%	0.04%	0.06%	0.17%	0.06%
McDONOUGH	0.11%	0.07%	0.09%	0.13%	0.11%
McHENRY	0.70%	0.54%	0.56%	0.76%	0.95%
McLEAN	1.01%	0.69%	0.91%	1.28%	0.73%
MACON	0.38%	0.26%	0.34%	0.46%	0.30%
MACOUPIN	0.14%	0.07%	0.07%	0.19%	0.24%
MADISON	1.10%	0.91%	1.05%	1.12%	0.89%

2008 Domestic Travel Impact on Illinois
Table C: Percent Distribution by County, 2008 (Continued)

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
MARION	0.10%	0.07%	0.08%	0.13%	0.13%
MARSHALL	0.03%	0.02%	0.02%	0.04%	0.06%
MASON	0.11%	0.06%	0.06%	0.13%	0.30%
MASSAC	0.23%	0.26%	0.30%	0.14%	0.28%
MENARD	0.02%	0.01%	0.01%	0.03%	0.06%
MERCER	0.07%	0.03%	0.03%	0.09%	0.16%
MONROE	0.04%	0.03%	0.02%	0.05%	0.07%
MONTGOMERY	0.27%	0.21%	0.30%	0.16%	0.18%
MORGAN	0.14%	0.08%	0.10%	0.18%	0.12%
MOULTRIE	0.02%	0.01%	0.01%	0.02%	0.03%
OGLE	0.19%	0.11%	0.16%	0.23%	0.15%
PEORIA	1.02%	0.87%	1.03%	1.11%	0.98%
PERRY	0.09%	0.05%	0.05%	0.10%	0.14%
PIATT	0.02%	0.01%	0.02%	0.03%	0.02%
PIKE	0.08%	0.03%	0.03%	0.10%	0.16%
POPE	0.02%	0.01%	0.01%	0.02%	0.05%
PULASKI	0.01%	0.01%	0.01%	0.02%	0.02%
PUTNAM	0.02%	0.01%	0.01%	0.02%	0.06%
RANDOLPH	0.09%	0.05%	0.06%	0.12%	0.15%
RICHLAND	0.04%	0.04%	0.04%	0.05%	0.07%
ROCK ISLAND	0.66%	0.61%	0.63%	0.64%	0.52%
ST CLAIR	1.40%	1.27%	1.32%	1.16%	1.13%
SALINE	0.06%	0.04%	0.04%	0.07%	0.10%
SANGAMON	1.22%	1.01%	1.14%	1.37%	1.01%
SCHUYLER	0.02%	0.01%	0.01%	0.02%	0.03%
SCOTT	0.02%	0.01%	0.00%	0.02%	0.04%
SHELBY	0.13%	0.07%	0.09%	0.16%	0.22%

2008 Domestic Travel Impact on Illinois
Table C: Percent Distribution by County, 2008 (Continued)

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
STARK	0.01%	0.00%	0.00%	0.01%	0.01%
STEPHENSON	0.10%	0.07%	0.08%	0.12%	0.11%
TAZEWELL	0.59%	0.43%	0.55%	0.68%	0.49%
UNION	0.03%	0.01%	0.01%	0.05%	0.04%
VERMILION	0.27%	0.17%	0.20%	0.34%	0.27%
WABASH	0.03%	0.02%	0.02%	0.05%	0.07%
WARREN	0.06%	0.04%	0.04%	0.08%	0.12%
WASHINGTON	0.06%	0.03%	0.04%	0.07%	0.10%
WAYNE	0.03%	0.02%	0.02%	0.04%	0.06%
WHITE	0.07%	0.04%	0.04%	0.10%	0.09%
WHITESIDE	0.12%	0.08%	0.09%	0.14%	0.11%
WILL	2.08%	1.90%	2.35%	1.90%	2.11%
WILLIAMSON	0.36%	0.28%	0.31%	0.42%	0.35%
WINNEBAGO	1.05%	0.99%	1.00%	1.13%	0.77%
WOODFORD	0.06%	0.03%	0.04%	0.08%	0.08%
STATE TOTALS	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**

2008 Domestic Travel Impact on Illinois
Table D: Percent Change Over 2007

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
ADAMS	10.6%	7.3%	4.6%	9.2%	8.5%
ALEXANDER	-0.8%	-0.8%	-3.9%	-2.0%	-2.6%
BOND	3.6%	0.7%	-3.8%	2.3%	1.6%
BOONE	9.2%	4.0%	2.6%	7.9%	7.2%
BROWN	1.0%	-4.3%	-5.2%	-0.3%	-1.0%
BUREAU	13.5%	6.4%	2.2%	12.1%	11.3%
CALHOUN	12.1%	8.8%	1.9%	10.7%	10.0%
CARROLL	8.8%	1.4%	-0.3%	7.4%	6.7%
CASS	-2.0%	0.8%	-0.4%	-3.2%	-3.9%
CHAMPAIGN	12.4%	9.0%	4.8%	11.0%	10.2%
CHRISTIAN	3.4%	-0.7%	-2.3%	2.1%	1.5%
CLARK	-5.3%	-9.6%	-9.2%	-6.5%	-7.1%
CLAY	2.1%	1.1%	-5.0%	0.8%	0.1%
CLINTON	-2.6%	-5.4%	-6.6%	-3.8%	-4.5%
COLES	3.9%	-0.4%	-3.6%	2.6%	1.9%
COOK	1.1%	-1.2%	-2.1%	0.1%	-0.8%
CRAWFORD	1.3%	-1.3%	-2.3%	0.1%	-0.6%
CUMBERLAND	2.0%	-0.4%	-1.3%	0.7%	0.1%
DE KALB	11.4%	8.2%	6.9%	10.1%	9.3%
DE WITT	3.9%	1.6%	-1.6%	2.6%	1.9%
DOUGLAS	5.9%	3.1%	-1.8%	4.6%	3.9%
DU PAGE	1.0%	-1.5%	-2.4%	0.0%	-0.9%
EDGAR	13.3%	5.0%	4.0%	11.9%	11.2%
EDWARDS	8.7%	3.3%	1.2%	7.3%	6.6%
EFFINGHAM	2.7%	0.9%	-1.0%	1.5%	0.8%
FAYETTE	9.8%	5.6%	5.7%	8.4%	7.7%
FORD	-1.9%	-3.0%	-6.1%	-3.1%	-3.7%
FRANKLIN	1.0%	0.2%	-2.0%	-0.2%	-0.9%
FULTON	9.5%	4.0%	3.3%	8.1%	7.4%
GALLATIN	8.1%	1.7%	0.0%	6.7%	6.0%

2008 Domestic Travel Impact on Illinois
Table D: Percent Change Over 2007 (Continued)

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
GREENE	7.2%	4.1%	2.9%	5.9%	5.2%
GRUNDY	12.6%	6.0%	6.2%	11.2%	10.5%
HAMILTON	-5.6%	-5.2%	-7.2%	-6.7%	-7.3%
HANCOCK	-1.3%	-3.2%	-3.3%	-2.5%	-3.2%
HARDIN	6.2%	3.0%	1.9%	4.9%	4.2%
HENDERSON	-1.5%	-3.3%	-4.5%	-2.7%	-3.3%
HENRY	14.4%	11.0%	7.4%	13.0%	12.2%
IROQUOIS	7.4%	3.0%	2.7%	6.0%	5.3%
JACKSON	4.2%	0.7%	-2.5%	2.9%	2.2%
JASPER	11.4%	-0.4%	-3.2%	10.0%	9.3%
JEFFERSON	3.9%	0.9%	-0.5%	2.6%	1.9%
JERSEY	12.3%	9.0%	7.8%	10.9%	10.2%
JO DAVIESS	1.6%	0.0%	-2.0%	0.4%	-0.3%
JOHNSON	1.7%	0.6%	-2.4%	0.5%	-0.2%
KANE	0.4%	0.5%	-0.9%	-0.6%	-1.5%
KANKAKEE	3.6%	2.5%	-0.3%	2.3%	1.6%
KENDALL	5.7%	2.6%	1.5%	4.4%	3.7%
KNOX	4.3%	2.6%	0.8%	3.0%	2.3%
LAKE	3.9%	1.3%	0.0%	2.9%	1.9%
LA SALLE	-2.1%	-4.2%	-5.2%	-3.3%	-3.9%
LAWRENCE	-6.1%	-3.9%	-4.3%	-7.3%	-7.9%
LEE	3.2%	0.2%	-0.8%	1.9%	1.2%
LIVINGSTON	10.4%	5.4%	4.4%	9.1%	8.3%
LOGAN	4.6%	-0.6%	-1.5%	3.3%	2.6%
McDONOUGH	6.5%	1.5%	-2.4%	5.2%	4.5%
McHENRY	4.0%	0.9%	0.4%	2.7%	2.0%
McLEAN	2.8%	-1.2%	-2.1%	1.6%	0.9%
MACON	8.2%	6.7%	3.2%	6.8%	6.1%
MACOUPIN	-5.0%	-1.8%	-8.6%	-6.1%	-6.8%
MADISON	-1.6%	-3.1%	-5.4%	-2.8%	-3.5%

2008 Domestic Travel Impact on Illinois
Table D: Percent Change Over 2007 (Continued)

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
MARION	1.7%	-0.3%	-1.4%	0.5%	-0.2%
MARSHALL	3.2%	-0.9%	-1.0%	2.0%	1.3%
MASON	3.0%	3.9%	-0.1%	2.1%	1.1%
MASSAC	-3.5%	-6.3%	-7.4%	-4.7%	-5.3%
MENARD	1.5%	-1.5%	-2.6%	0.3%	-0.4%
MERCER	0.6%	-2.4%	-3.5%	-0.7%	-1.3%
MONROE	12.8%	6.7%	3.3%	11.5%	10.7%
MONTGOMERY	8.0%	4.9%	2.7%	6.7%	6.0%
MORGAN	7.2%	4.0%	2.9%	5.9%	5.2%
MOULTRIE	7.9%	2.0%	1.1%	6.6%	5.9%
OGLE	-4.4%	-3.9%	-5.9%	-5.6%	-6.2%
PEORIA	2.9%	1.5%	-0.9%	1.6%	0.9%
PERRY	1.7%	-1.3%	-2.4%	0.4%	-0.2%
PIATT	2.9%	3.2%	1.5%	1.6%	0.9%
PIKE	2.4%	2.1%	-4.8%	1.2%	0.5%
POPE	0.5%	-2.4%	-2.1%	-0.7%	-1.4%
PULASKI	-3.6%	-6.4%	-7.5%	-4.8%	-5.4%
PUTNAM	4.8%	2.8%	3.9%	3.5%	2.8%
RANDOLPH	4.6%	1.3%	-0.4%	3.3%	2.6%
RICHLAND	5.1%	2.1%	-0.5%	3.8%	3.1%
ROCK ISLAND	6.0%	3.7%	0.7%	4.7%	4.0%
ST CLAIR	1.1%	-3.0%	-4.3%	-0.1%	-0.8%
SALINE	0.9%	-0.6%	-5.3%	-0.4%	-1.1%
SANGAMON	-2.1%	-5.7%	-7.1%	-3.4%	-4.0%
SCHUYLER	-4.2%	-4.0%	-5.1%	-5.4%	-6.0%
SCOTT	13.6%	10.2%	9.0%	12.2%	11.4%
SHELBY	0.2%	-1.4%	-3.0%	-1.0%	-1.7%

2008 Domestic Travel Impact on Illinois
Table D: Percent Change Over 2007 (Continued)

County	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
STARK	-1.4%	-2.5%	-3.0%	-2.6%	-3.3%
STEPHENSON	8.0%	2.7%	-0.6%	6.6%	5.9%
TAZEWELL	14.6%	11.2%	7.9%	13.2%	12.4%
UNION	1.8%	-0.7%	-2.3%	0.6%	-0.1%
VERMILION	8.6%	5.4%	2.6%	7.3%	6.5%
WABASH	12.8%	4.8%	2.1%	11.4%	10.7%
WARREN	15.7%	8.4%	5.4%	14.3%	13.5%
WASHINGTON	1.4%	-1.3%	-2.2%	0.1%	-0.6%
WAYNE	1.1%	-1.8%	-2.0%	-0.1%	-0.8%
WHITE	8.4%	4.1%	1.6%	7.1%	6.3%
WHITESIDE	0.2%	-2.3%	-4.4%	-1.0%	-1.7%
WILL	0.7%	-0.5%	-1.6%	-0.3%	-1.2%
WILLIAMSON	2.5%	-0.5%	-1.6%	1.3%	0.6%
WINNEBAGO	-0.8%	-2.7%	-4.3%	-2.0%	-2.6%
WOODFORD	3.4%	2.2%	-0.1%	2.2%	1.5%
STATE TOTALS	**1.7%**	**-0.9%**	**-1.9%**	**0.7%**	**-0.2%**

2007 Domestic Travel Impact on Illinois
Table E: Alphabetical by County, 2007

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
ADAMS	$75.67	$18.12	0.70	$3.73	$1.94
ALEXANDER	5.93	0.75	0.03	0.38	0.15
BOND	13.30	2.63	0.12	0.81	0.41
BOONE	15.67	2.51	0.09	0.87	0.25
BROWN	5.18	0.72	0.03	0.33	0.22
BUREAU	39.30	4.82	0.21	2.88	0.62
CALHOUN	19.28	2.73	0.08	1.05	1.76
CARROLL	15.98	2.24	0.09	0.96	0.75
CASS	6.40	0.82	0.04	0.42	0.15
CHAMPAIGN	243.38	53.11	2.38	13.83	4.21
CHRISTIAN	15.63	2.58	0.10	0.91	0.33
CLARK	13.51	2.02	0.10	0.83	0.36
CLAY	10.06	1.59	0.06	0.65	0.40
CLINTON	41.02	5.38	0.19	2.52	1.92
COLES	43.03	8.05	0.38	2.62	0.96
COOK	18,426.80	5,779.84	194.04	810.08	444.59
CRAWFORD	14.72	2.85	0.13	0.87	0.49
CUMBERLAND	5.14	0.75	0.03	0.31	0.25
DE KALB	67.42	11.35	0.50	4.19	1.11
DE WITT	9.32	1.92	0.09	0.53	0.28
DOUGLAS	32.92	4.90	0.24	2.18	0.57
DU PAGE	2,136.08	577.97	22.76	112.88	36.98
EDGAR	7.59	1.07	0.05	0.46	0.28
EDWARDS	2.62	0.29	0.01	0.16	0.13
EFFINGHAM	111.05	19.01	0.90	7.05	2.21
FAYETTE	22.80	3.64	0.16	1.35	0.94
FORD	5.73	0.78	0.03	0.32	0.25
FRANKLIN	29.51	4.89	0.24	1.75	0.99
FULTON	19.63	3.00	0.12	1.21	0.64
GALLATIN	3.35	0.40	0.02	0.21	0.17

2007 Domestic Travel Impact on Illinois
Table E: Alphabetical by County, 2007 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
GREENE	11.55	1.38	0.06	0.74	0.39
GRUNDY	49.91	7.12	0.35	3.42	0.91
HAMILTON	5.55	0.70	0.02	0.32	0.38
HANCOCK	25.06	4.68	0.19	1.36	0.94
HARDIN	6.75	0.94	0.04	0.39	0.46
HENDERSON	15.30	2.11	0.07	0.86	1.18
HENRY	34.22	5.23	0.20	2.19	0.75
IROQUOIS	27.96	3.89	0.15	1.85	1.06
JACKSON	58.68	13.53	0.51	3.37	1.30
JASPER	6.17	0.65	0.02	0.41	0.28
JEFFERSON	80.18	15.02	0.72	4.89	1.72
JERSEY	49.16	8.36	0.34	2.80	2.51
JO DAVIESS	163.72	34.67	1.71	8.76	4.46
JOHNSON	16.61	2.48	0.09	0.94	1.13
KANE	397.28	97.87	4.18	17.87	8.70
KANKAKEE	105.13	21.81	0.93	5.53	2.75
KENDALL	34.13	5.04	0.21	2.19	0.55
KNOX	57.23	12.37	0.50	3.23	1.47
LAKE	1,054.29	242.05	10.44	57.88	23.55
LA SALLE	153.23	30.42	1.39	7.95	2.98
LAWRENCE	8.36	2.18	0.06	0.44	0.35
LEE	26.73	5.44	0.24	1.36	0.52
LIVINGSTON	24.08	4.55	0.19	1.39	0.55
LOGAN	29.45	3.57	0.16	2.19	0.40
McDONOUGH	29.20	5.77	0.26	1.67	0.72
McHENRY	191.28	42.33	1.57	9.70	6.13
McLEAN	278.47	55.48	2.59	16.67	4.76
MACON	99.36	19.30	0.91	5.73	1.86
MACOUPIN	40.58	5.30	0.23	2.62	1.69
MADISON	317.63	74.25	3.10	15.20	6.05

2007 Domestic Travel Impact on Illinois
Table E: Alphabetical by County, 2007 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
MARION	28.90	5.32	0.23	1.67	0.84
MARSHALL	9.03	1.97	0.06	0.45	0.41
MASON	29.59	4.52	0.16	1.70	1.95
MASSAC	67.13	21.52	0.92	1.98	1.94
MENARD	6.43	0.81	0.02	0.40	0.37
MERCER	19.48	2.31	0.08	1.24	1.06
MONROE	10.84	1.88	0.07	0.60	0.43
MONTGOMERY	70.14	15.75	0.81	1.95	1.10
MORGAN	36.13	6.26	0.26	2.25	0.74
MOULTRIE	4.90	1.06	0.04	0.29	0.18
OGLE	55.96	8.96	0.47	3.25	1.05
PEORIA	282.70	67.78	2.90	14.36	6.33
PERRY	24.32	4.09	0.14	1.36	0.95
PIATT	5.60	0.91	0.04	0.34	0.14
PIKE	20.97	2.65	0.10	1.35	1.04
POPE	5.31	0.68	0.03	0.29	0.36
PULASKI	3.70	0.54	0.02	0.23	0.12
PUTNAM	4.86	0.66	0.02	0.28	0.37
RANDOLPH	25.75	4.08	0.17	1.57	0.95
RICHLAND	11.74	2.81	0.10	0.63	0.46
ROCK ISLAND	176.41	46.19	1.74	8.08	3.30
ST CLAIR	392.45	103.29	3.84	15.32	7.46
SALINE	16.20	2.80	0.12	0.95	0.67
SANGAMON	353.70	84.88	3.42	18.75	6.86
SCHUYLER	4.80	0.59	0.02	0.31	0.24
SCOTT	3.77	0.46	0.01	0.25	0.21
SHELBY	36.17	5.83	0.27	2.11	1.49

2007 Domestic Travel Impact on Illinois
Table E: Alphabetical by County, 2007 (Continued)

County	Expenditures ($ Millions)	Payroll ($ Millions)	Employment (Thousands)	State Tax Receipts ($ Millions)	Local Tax Receipts ($ Millions)
STARK	2.33	0.22	0.01	0.16	0.09
STEPHENSON	25.79	5.56	0.24	1.42	0.67
TAZEWELL	147.34	30.67	1.43	7.90	2.83
UNION	8.87	1.02	0.04	0.59	0.25
VERMILION	70.55	12.75	0.54	4.16	1.68
WABASH	8.77	1.58	0.05	0.56	0.40
WARREN	15.28	2.61	0.10	0.94	0.66
WASHINGTON	15.65	2.35	0.10	0.96	0.67
WAYNE	9.47	1.28	0.05	0.59	0.38
WHITE	19.18	2.84	0.11	1.24	0.55
WHITESIDE	33.33	6.31	0.27	1.84	0.76
WILL	585.12	151.19	6.66	25.07	13.99
WILLIAMSON	100.05	22.08	0.89	5.43	2.26
WINNEBAGO	300.63	80.42	2.92	15.25	5.17
WOODFORD	15.76	2.63	0.11	0.99	0.52
STATE TOTALS	**$27,920.38**	**$7,971.34**	**284.97**	**$1,309.35**	**$656.70**

APPENDICES

Appendix A: Travel Economic Impact Model

Introduction

The Travel Economic Impact Model (TEIM) was developed by the research department at U.S. Travel Association to provide annual estimates of the impact of the travel activity of U.S. residents on national, state and county economies in this country. It is a disaggregated model comprised of 16 travel categories. The TEIM estimates travel expenditures and the resulting business receipts, employment, personal income, and tax receipts generated by these expenditures.

The TEIM has the capability of estimating the economic impact of various types of travel, such as business and vacation, by transport mode and type of accommodations used, and other trip and traveler characteristics. The County Impact Component of the TEIM allows estimates of the economic impact of travel at the county and city level.

Definition of Terms

There is no commonly accepted definition of travel in use at this time. For the purposes of the estimates herein, *travel* is defined as activities associated with all overnight trips away from home in paid accommodations and day trips to places 50 miles or more, one way, from the traveler's origin. The TEIM definition includes all overnight trips regardless of distance away from home, but excludes day trips to places less than 50 miles away from home.

The word *tourism* is avoided in this report because of its vague meaning. Some define tourism as all travel away from home while others use the dictionary definition that limits tourism to personal or pleasure travel.

The *travel industry*, as used herein, refers to the collection of 16 types of businesses that provide goods and services to the traveler or potential traveler at the retail level (see Glossary of Terms). With the exception of Amtrak and second home ownership and rental, these business types are defined by the Office of Management and Budget in the 1997 North American Industry Classification System (NAICS) and well as in its predecessor, the 1987 Standard Industrial Classification System (SIC). In each case, the relevant NAICS and SIC codes are included.

A *travel expenditure* is assumed to take place whenever a traveler exchanges money for an activity considered part of his/her trip. Total travel expenditures are separated into 16 categories representing traveler purchases of goods and services at the retail level. One category, travel agents, receives no travel expenditures as these purchases are allocated to the category (i.e. air transportation) actually providing the final good or service to the traveler. Travel expenditures are allocated among states by simulating where the exchange of money for goods or service actually took place. By their nature, some travel expenditures are assumed to occur at the traveler's origin, some at his/her destination, and some enroute.

Economic impact is represented by measures of spending, employment, payroll, business receipts and tax revenues generated by traveler spending. *Payroll* includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay and the value of payments in kind paid during the year to all employees. Payroll is reported before deductions for social security, income tax insurance, union dues, etc. This definition follows that used by the U.S. Census Bureau in the quinquennial Census of Service Industries.

Employment represents the number of jobs generated by traveler spending, both full and part-time. As such, it is consistent with the U.S. Department of Labor series on nonagricultural payroll employment. *Tax revenues* include corporate income, individual income, sales and gross receipts, and excise taxes by level of government. *Business receipts* reflect travel expenditures less the sales and excise taxes imposed on those expenditures.

Description of the Model

Estimates of Travel Expenditures

Total travel expenditures includes spending by travelers on goods and services during their trips, such as lodging, transportation, meals, entertainment, retail shopping. Sixteen (16) categories of activities are covered in the TEIM. Generally, the TEIM combines the activity levels for trips to places within the United States with the appropriate average costs of each unit of travel activity, (e.g., cost per mile by mode of transport, cost per night by type of accommodation), to produce estimates of the total amount spent on each of 16 categories of travel-related goods and services by state. For example, the number of nights spent by travel parties in hotels in Vermont is multiplied by the average cost per night per travel party of staying in a hotel in the state to obtain the estimate of traveler expenditures for hotel accommodations.

The data on domestic travel activity levels (e.g., number of miles traveled by mode of transportation, the number of nights spent away from home by type of accommodation) are based on national travel surveys conducted by the U.S. Travel Association, the Bureau of Labor Statistics' Survey of Consumer Expenditures, Smith Travel Research's Hotel and Motel Survey, etc. Average cost data are purchased and collected from different organizations and government agencies. Total sales and revenue and other data collected from state, local and federal government and other organizations are employed to compare, adjust and update the spending database of TEIM, as well as linking spending to other impact components.

The international travel expenditure estimates are based on Tourism Industries' (OTTI) In-Flight Survey and data provided to OTTI from Canada and Mexico. Other estimates of the economic impact of international visitors to the U.S. are generated by TEIM by incorporating the estimated international traveler expenditures with the data series utilized to produce the domestic estimates.

Estimates of Business Receipts, Payroll and Employment

The Economic Impact Component of the TEIM estimates travel generated business receipts, employment, and payroll. Basically, the 16 travel categories are associated with a type of travel-related business. For example, traveler spending on commercial lodging in a state is

related to the business receipts, employment and payroll of hotels, motels and motor hotels (SIC 701; NAICS 7211) in the state. It is assumed that travel spending in each category, less sales and excise taxes, equals business receipts for the related business type as defined by the U.S. Census Bureau.

It is assumed that each job in a specific type of business in a state is supported by some amount of business receipts and that each dollar of wages and salaries is similarly supported by some dollar volume of business receipts. The ratios of employment to business receipts are computed for each industry in each state. These ratios are then multiplied by the total amount of business receipts generated by traveler spending in a particular type of business to obtain the measures of travel generated employment and payroll of each type of business in each state. For example, the ratio of employees to business receipts in the state commercial lodging establishments is multiplied by travel generated business receipts of these establishments to obtain traveler generated employment in commercial lodging. A similar process is used for the payroll estimates.

The total sales, payroll and employment data of each travel related industry (by SIC and NAICS) are provided by and collected from state, local and federal government, such as the Bureau of Labor Statistics, the Bureau of Economic Analysis, Census Bureau and The Bureau of Transportation Statistics.

Estimates of Tax Revenues

The Fiscal Impact Component of the TEIM is used to estimate traveler generated tax revenues of federal, state and local governments. The yield of each type of tax is related to the best measure of the relevant tax base available for each state consistent with the output of the Economic Impact Component. The ratios of yield to base for each type of tax in each state are then applied to the appropriate primary level output to obtain estimates of tax receipts generated by travel. For example, the ratio of Massachusetts State personal income tax collections to payroll in the state is applied to total travel generated payroll to obtain the estimate of state personal income tax receipts attributable to traveler spending in Massachusetts.

Estimates for Counties and Local Areas

Local area travel impact estimates is derived by distributing the state estimates to the area using proper proportions of each related category in the area. The proportions of a local area are calculated based on a set of data collected from federal, state and local governments and private organizations. The data can be gathered at the zip code level.

Data from the U.S. Bureau of the Census, Smith Travel Research, Enos Foundation, Runzheimer International, Cruise Lines International Association, Prentice-Hall, U.S. Department of Labor's Consumer Expenditure Survey and ES-202, American Society of Travel Agents, the Federal Aviation Administration, the Department of Transportation, Amtrak, the Federal Highway Administration, state revenue departments, the U.S. Travel Association’s travel surveys and other sources are used in building and updating the model. These data indicate the change in travel spending for each of the expenditure categories for each state over the previous year, as well as changes in the relationship of travel spending to employment, payroll and tax revenue.

Limitations of the Study

This study is designed to indicate the impact of U.S. traveler expenditures on employment, payroll, business receipts and tax revenue in each of the states. These impact estimates reflect the limitations inherent in the definition of travel expenditures. Two important classes of travel-related expenses have not been estimated due to various reasons. Consumers purchase certain goods and services in anticipation of a trip away from home. These include sports equipment (tennis racquet, skis, scuba gear, etc.), travel books and guides, and services such as language lessons and lessons for participatory sports (tennis, skiing, underwater diving, etc.). The magnitude of these purchases in preparation for a trip cannot be quantified due to lack of sound, relevant data.

The second type of spending not covered due to lack of sufficient data is the purchase of major consumer durables generally related to outdoor recreation on trips. Further research is required in this area to determine to what extent pre-trip spending on consumer durable products can justifiably be included within a travel economic impact study.

Appendix B: Glossary of Terms

Automobile Transportation Expenditure. This category includes a prorated share of the fixed costs of owning an automobile, truck, camper, or other recreational vehicle, such as insurance, license fees, tax, and depreciation costs. Also included are the variable costs of operating an automobile, truck, camper, or other recreational vehicle on a trip, such as gasoline, oil, tires, and repairs. The costs of renting an automobile or other motor vehicle are included in this category as well.

Entertainment/Recreation Expenditure. Traveler spending on recreation facility user fees, admissions at amusement parks and attractions, attendance at nightclubs, movies, legitimate shows, sports events, and other forms of entertainment and recreation while traveling.

Food Expenditure. Traveler spending in commercial eating facilities and grocery stores or carry-outs, as well as on food purchased for off-premise consumption.

Incidental Purchase Expenditure. Traveler spending on retail trade purchases including gifts for others, medicine, cosmetics, clothing, personal services, souvenirs, and other items of this nature.

Lodging Expenditure. Traveler spending on hotels and motels, B&Bs, campgrounds and trailer parks, rental of vacation homes and other types of lodging.

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transportation, and taxicab or limousine service between airports and central cities. Also included are expenditures on "other transportation" as indicated in the TravelScope.

Travel-generated Tax Receipts. Those federal, state and local tax revenues attributable to travel in an area. For a given state locality, all or some of the taxes may apply. "Local" includes county, city or municipality, and township units of government actually collecting the receipts and not the level that may end up receiving it through intergovernmental transfers.

Federal. These receipts include corporate income taxes, individual income taxes, gasoline excise taxes, and airline ticket taxes.

State. These receipts include corporate income taxes, individual income taxes, sales and gross receipts taxes, and excise taxes.

Local. These include county and city receipts from individual and corporate income taxes, sales, excise and gross receipts taxes, and property taxes.

Appendix C: Travel-Related Industry Measurement

SIC-NAICS Transition

As described in Appendix A, the 18 types of travel categories used in TEIM are associated with types of travel-related businesses. For many years, the U.S. Travel Association selected these business types using 1987 U.S. Standard Industrial Classification (SIC) system codes.

The SIC system has been used for decades with tremendous success to classify all businesses in the U.S. by the types of products or services they make available. To its credit, the SIC system has facilitated the collection, tabulation and analysis of data. It has also promoted "apples-to-apples" comparability in statistical analyses. At the industry group level, SIC Codes report industry groups as 2 or 3 digit categories to 4 digits at their most specific.

However, as a direct consequence of rapid and widespread structural changes throughout the American economy in recent years, the SIC system has become largely outdated. Therefore, its business classification capabilities have become increasingly less than optimal.

In 1998, the United States Office of Management and Budget published a new industry classification system – the 1997 North American Industry Classification System (NAICS) to replace the SIC system. In contrast, the 2- to 6-digit NAICS industry classification system includes more useful and detailed economic data and provides a more comprehensive statistical representation of our industry. NAICS offers four major advantages over the SIC system:

Relevance: NAICS identifies hundreds of new, emerging, and advanced technology industries. Perhaps most important in terms of quantification of travel-related activity, NAICS reorganizes industries into more meaningful sectors, especially in the service-producing segments of the economy. A few examples of travel-related industries that are separately recognized for the first time:

-Convenience stores
-Gas stations with convenience stores
-Casino hotels
-Casinos
-Other gambling industries
-Bed and breakfast inns
-Limited service restaurants

International Comparability: NAICS was developed by the U.S. Office of Management and Budget (OMB) in cooperation with Statistics Canada and Mexico's Instituto Nacional de Estadística, Geografía e Informática (INEGI). NAICS provides for comparable statistics among the three NAFTA trading partners.

Consistency: NAICS defines industries according to a consistent principle -- businesses that use similar processes are grouped together.

Adaptability: NAICS will be reviewed every five years, so classifications and information keep up with our changing economy.

TEIM: SIC/NAICS Industry Categories

With the transition to NAICS, the U.S. Travel Association has adjusted its selections of the travel-related business types using the new NAICS codes and brought its travel economic research into conformity with NAICS. For measurement purposes, the U.S. Travel Association's Travel Economic Impact Model, tracks business activity in seven (7) major travel-related industry groups. These, in turn, are comprised of sixteen (16) business subcategories.

The industry groups and subcategories used in the model are outlined below, followed by a detailed table of SIC and NAICS Codes.

1. Automobile Transportation Industry: Gasoline service stations, motor vehicle/parts dealers and passenger car rental.

2. Entertainment/Recreation Industry: Entertainment, art and recreation industry.

3. Foodservice Industry: Eating & drinking places, and grocery stores.

4. General Retail Trade Industry: General merchandise group stores and miscellaneous retail stores, including gift and souvenir shops.

   Incidental Purchases Industry: See above, General Retail Trade Industry.

5. Lodging Industry: This industry includes hotels, motels, and motor hotels, camps and trailer parks.

6. Public Transportation Industry: Air transportation, taxicab companies, interurban & rural bus transportation, railroad passenger transportation (Amtrak) and water passenger transportation. Also is the "dummy" industry of "other transportation."

7. Travel Arrangement Industry: This includes travel agencies, tour operators, and other travel arrangement & reservation services.

1987 SIC – 1997 NAICS:
Selected Travel-Related Categories

SIC DESCRIPTION(S)	SIC CODE(S)	NAICS DESCRIPTION(S)	NAICS CODE(S)
Accommodations			
Hotels and Motels	701	*Traveler Accommodation*	7211
Recreational Vehicle Parks & Campsites	703	*Recreational Vehicle Parks & Campgrounds*	7212
Auto Transportation			
Passenger Car Rental	7514	*Passenger Car Rental*	532111
Gasoline Service Stations	554	*Gasoline Stations with Convenience Stores; Other Gasoline Stations*	447110; 447190
Automotive Dealers	55 *(excl. 554)*	*Motor Vehicle & Parts Dealers*	4411; 4412; 4413
Entertainment and Recreation			
Amusement and Recreational Services	79	*Amusement, Gambling & Recreation Industries*	713
		Performing Arts, Spectator Sports & Related Industries	711
Museums, Art Galleries, Botanical and Zoological Gardens	84	*Museums, Historical Sites & Similar Institutions*	712
Food			
Eating & Drinking Places (Alcoholic Beverages)	581	*Foodservices & Drinking Places*	7221; 7222; 7224
Grocery Stores	541	*Food and Beverage stores*	4451; 4452; 4453
Public Transportation			
Air Transportation	45	*Passenger Air Transportation; Airport Support Activities*	481; 4881
Rail - Local & Suburban Transit	4111	*Rail Transportation*	485112
Interurban & Rural Bus Carriers	413	*Interurban & Rural Bus Transportation*	4852
Charter Bus/Interstate	4142	*Charter Bus (interstate/interurban)*	4855102
Taxi & Limousine Services	412	*Taxi & Limousine Services*	4853
Water Transportation of Passengers	448	*Water Passenger Transportation*	483112; 483114; 483212
--	--	*Scenic & Sightseeing Transportation* *(New industry-includes parts of SICs 4119,4489,4522,4789,7999)*	487
Retail			
General Merchandise Stores	53	*General Merchandise Stores*	452
Miscellaneous Retail Stores	59	*Other Retail Stores*	453; 44611; 4483; 45111; 45112; 45121
Travel Arrangement			
Travel Arrangement	472	*Travel Arrangement & Reservation Services*	5615
		(includes travel agencies and tour operators)	

Appendix D: Sources of Data

This appendix presents the sources of data used in this report.

Sources

Air Transport Association
American Automobile Association
Amtrak
American Society of Travel Agents
Bureau of the Census, U.S. Department of Commerce
Bureau of Economic Analysis, U.S. Department of Commerce
Bureau of Labor Statistics, U.S. Department of Labor
Bureau of Transportation Statistics, U.S. Department of Commerce
Federal Aviation Administration, U.S. Department of Transportation
Federal Highway Administration, U.S. Department of Transportation
National Park Service
Illinois Bureau of Tourism
Illinois Department of Labor, Office of Employment Security
Smith Travel Research
The Office of Travel and Tourism Industry (OTTI)/ITA, U.S. Department of Commerce
The U.S. Travel Association

Appendix E: RIMS II

REGIONAL INPUT-OUTPUT MODELING SYSTEM

A BRIEF DESCRIPTION

Regional Economic Analysis Division
Bureau of Economic Analysis
U.S. Department of Commerce
Washington, D.C. 20230
(202) 523-0594

RIMS II

Many types of public sector and private sector decisions require an evaluation of probable regional effects. For example, Federal requirements for environmental impact statements and the urban impact of Federal policies necessitate regional impact analyses. A growing concern, therefore, about the effects of public and private decisions has created a demand for regional economic models.

As a result of this demand, economic impact models have been developed for many States and regions. These models vary considerably in terms of structure, reliability, sectoral and geographical detail, flexibility in application, and cost of development and use. In general, the models that provide the most reliable and industrially-detailed secondary impact estimates are the most expensive to construct, while the less costly models that can be used in numerous small-area studies often provide less accurate estimates.

In response to the growing need for improved techniques for regional impact analysis, the Regional Economic Analysis Division of the Bureau of Economic Analysis (BEA) developed the Regional Industrial Multiplier System (RIMS) in the mid-1970's. RIMS was designed to estimate input-output type multipliers for use in estimating the secondary regional impacts of public and private economic development policies. RIMS was capable of estimating multipliers for any region composed of one or more contiguous counties and for any of the 478 industrial sectors in the 1967 BEA national input-output (I-O) table. A significant improvement over the more summary measures often used in regional impact analysis, RIMS was capable of providing reliable multiplier estimates without the high cost of gathering survey data.

The Regional Input-Output Modeling System (RIMS II) is a major revision of RIMS. The basic differences between RIMS II and RIMS are the use of more recent national I-O tables (1972 and 1977), the use of more detailed and more current data for regionalizing the national I-O tables, and greater flexibility in the derivation of regional impact estimates through the use of a matrix inversion technique that provides industrially-disaggregated impacts. RIMS II developmental research is focused currently on estimating regional transactions tables, and comparing RIMS II estimates of state-specific imports and exports with survey-based estimates from the Census Bureau's Commodity Transportation Survey. RIMS II is also being adapted to analyze the regional and industrial impacts of defense procurement.

RIMS II METHODOLOGY

In order to estimate impacts such as those presented above, RIMS II uses the BEA national I-O tables which show the input and output structure of 500 industries. Since firms in all national industries are not found in each region, some direct requirements that are not produced in a study region are identified, using Bureau of Economic Analysis (BEA) 4-digit Standard Industrial Classification (SIC) county earnings data. The earnings data are used as proxies for the industry-specific input and output data which are seldom available at the small-area level. Using the same earning data, the resulting regional I-O table then can be aggregated to the level of industrial detail appropriate for the impact study.

More specifically, the RIMS II approach can be viewed as three-step process. In the first step, the national I-O matrix is made region-specific by using corresponding 4-digit SIC location quotients (LQ's). The LQ's are used to estimate the extent to which requirements are supplied by firms within the region. For this purpose, RIMS II employs LQ's based on two types of data. According to this mixed-LQ approach, BEA county personal income data, by place of residence, are used for the calculation of LQ's in the service sectors, while BEA earnings data, by place of work, are used for the LQ's in the nonservice sectors.

The second step involves estimations of the household row and the household column of the matrix. The household-row coefficients are estimated based on value-added gross-output ratios from the national I-O table and introduced into each industry's coefficient column. A household column is constructed, based on national consumption and savings rate data and national and regional tax rate data.

The last step in the RIMS II estimating procedure is to calculate the multipliers. Since it is most often necessary to trace the impact of changes in final demand on numerous individual directly- and indirectly-affected industries, RIMS II applications employ the Leontief inversion approach for obtaining multipliers. This inversion process produces output and earnings multipliers for all additionally affected industries.

ACCURACY OF RIMS II

Empirical tests of the accuracy of RIMS II multipliers indicates that RIMS II yields estimates that are not substantially different from those generated by regional I-O models based on the costly gathering of survey data. For example, a comparison of 224 industry-specific multipliers from survey based tables for Massachusetts, Washington, and West Virginia indicate that the RIMS II average multipliers overestimate the average multipliers from the survey based tables by approximately 5 percent, and, for the majority of individual industry-specific multipliers is less than 10 percent. In addition, RIMS II and survey multipliers show a statistically-similar distribution of affected industries.

ADVANTAGES OF RIMS II

There are numerous advantages to RIMS II. First, it is possible to provide estimates of economic impact without building a complete survey I-O model for each region under study, since RIMS II produces multipliers that are derived from secondary data sources. Second, the RIMS II multipliers are derived from a limited number of secondary data sources, thus eliminating the costs associated with the compilation of data from a wide variety of these sources. Third, because of the disaggregated sectoring plan employed by RIMS II, analysis maybe performed at a detailed industrial level, thereby avoiding aggregation errors that often occur when different industries are combined. Fourth, the RIMS II multipliers are based on a consistent set of procedures across areas, thus making comparisons among areas more meaningful than would be the case if the results were obtained from incompatible impact models designed only for an individual area. Fifth, the multipliers can be updated to reflect the most recent local area

earning and personal income data. The industrial output and personal earnings impacts estimated by RIMS II can be crucial for estimating effects not directly specified by RIMS II itself. For example, the estimation of regional, fiscal, labor migration, and environmental effects often depends on the estimation of the regional output and earnings impact of the initial stimulus. Since many of these important effects are often best analyzed on a case-by-case basis, one of the major advantages of using RIMS II is that valuable research resources can be spent on the analysis of these effects, rather than on the construction of an impact model. Therefore, when using RIMS II, a cost-effective impact study might devote most of its research budget to specifying initial impacts in industry specific detail, and analyzing the implications for other important aspects of regional economic activity of the RIMS II estimates impacts.

APPLICATIONS OF RIMS II

RIMS II multipliers, like the original RIMS multipliers, can be used in various types of impact studies. For example, the U.S. Nuclear Regulatory Commission has used RIMS II multipliers in the environmental impact statements required for licensing nuclear electricity-generated facilities. The U.S. Department of Housing and Urban Development (HUD) has used RIMS multipliers to assess the effects of various types of urban redevelopment expenditures. Specifically, BEA was able to quantify probable regional impacts based on the size, type, and location of the numerous individuals and groups outside the Federal Government. These multipliers have been used in analyzing the regional economic impacts of various projects, such as the operation of a prototype coal gasification plant, the expansion of port facilities, the reclamation of strip-mined land, the adoption of alternative energy futures, and the construction of mass transit facilities.

In August 1982, Association for University Business and Economic Research (AUBER) published a paper, "RIMS II: Overview and Applications," which, in addition to presenting an annotated review of regional economic modeling approached, describes the results of several recent applications of RIMS II and indicates several on-going RIMS II-based research projects. The paper is contained in Readings in Business and Economic Research (Vol. 3), available from Professor William A. Strang, Secretary-Treasurer of AUBER, Office of Research Administration, Graduate School of Business, University of Wisconsin-Madison, 1155 Observatory Drive, Madison, Wisconsin 53707.

A paper, "Trade in Regional I-O Tables", presented at the 1984 annual meetings of the Southern Regional Science Association, describes ongoing research undertaken (1) to evaluate further the usefulness of the techniques underlying RIMS II, and (2) to extend the RIMS II model beyond the estimation of regional transactions tables, as well as the levels of industry-specific imports and exports by state. As discussed in the paper, the research to date has focused on comparisons of estimates from the Census Bureau's Commodity Transportation Survey with those from RIMS II-based models. The report is available for copying cost ($10.00) from the Regional Economic Analysis Division, BE-61, Bureau of Economic Analysis, U.S. Department of Commerce Washington, D.C. 20230.

RIMS II MULTIPLIERS

RIMS II multipliers are intended to show the total regional effects on industrial output and personal earnings for any county or group of counties in the United States and for any of the 500 industrial sectors in the 1972 and 1977 BEA national I-O tables. More specifically, RIMS II multipliers can be used to estimate changes in total regional output and earnings resulting from changes in regional final demand for the output of specific industries. Regional output in the I-O context is similar to sales and includes sales to industries in the region and to final demand. In RIMS II, final demand includes sales to government, other regions, and capital formation.

For example, based on RIMS II multipliers, $1 million of new warehouse construction in the Denver-Boulder, Colorado MSA would increase personal earnings in the MSA by $.7 million; the same expenditure in the Wilmington, North Carolina MSA would increase earnings there by $.5 million. The difference between the earnings impacts in the two MSA's occurs because the Denver-Boulder economy locally provides more of the total input requirements for construction warehouses than does the Wilmington economy. In general, multipliers are smaller in smaller regional economies. However, multipliers and estimated regional impacts also depend on which industry is initially affected. For example, if the initial $1 million were spent on the maintenance and repair of streets in Wilmington, the earnings effect there would be $.7 million, which is the same as the effect of a $1 million expenditure for warehouse construction in the larger Denver-Boulder metropolitan area.

This overview briefly describes RIMS II multipliers, the multiplier-estimation procedures, and some of the advantages and uses of RIMS II. For additional information, see Regional Input-Output Modeling Systems (RIMS II), which is available from the U.S. Government Printing Office.